

**THIRTY-NINTH ANNUAL REPORT
OF
DIVISION OF HIGHWAYS**

**DEPARTMENT OF PUBLIC
WORKS AND BUILDINGS**

1956

1897

1898

THIRTY-NINTH ANNUAL REPORT

of

DIVISION OF HIGHWAYS

DEPARTMENT OF PUBLIC
WORKS AND BUILDINGS

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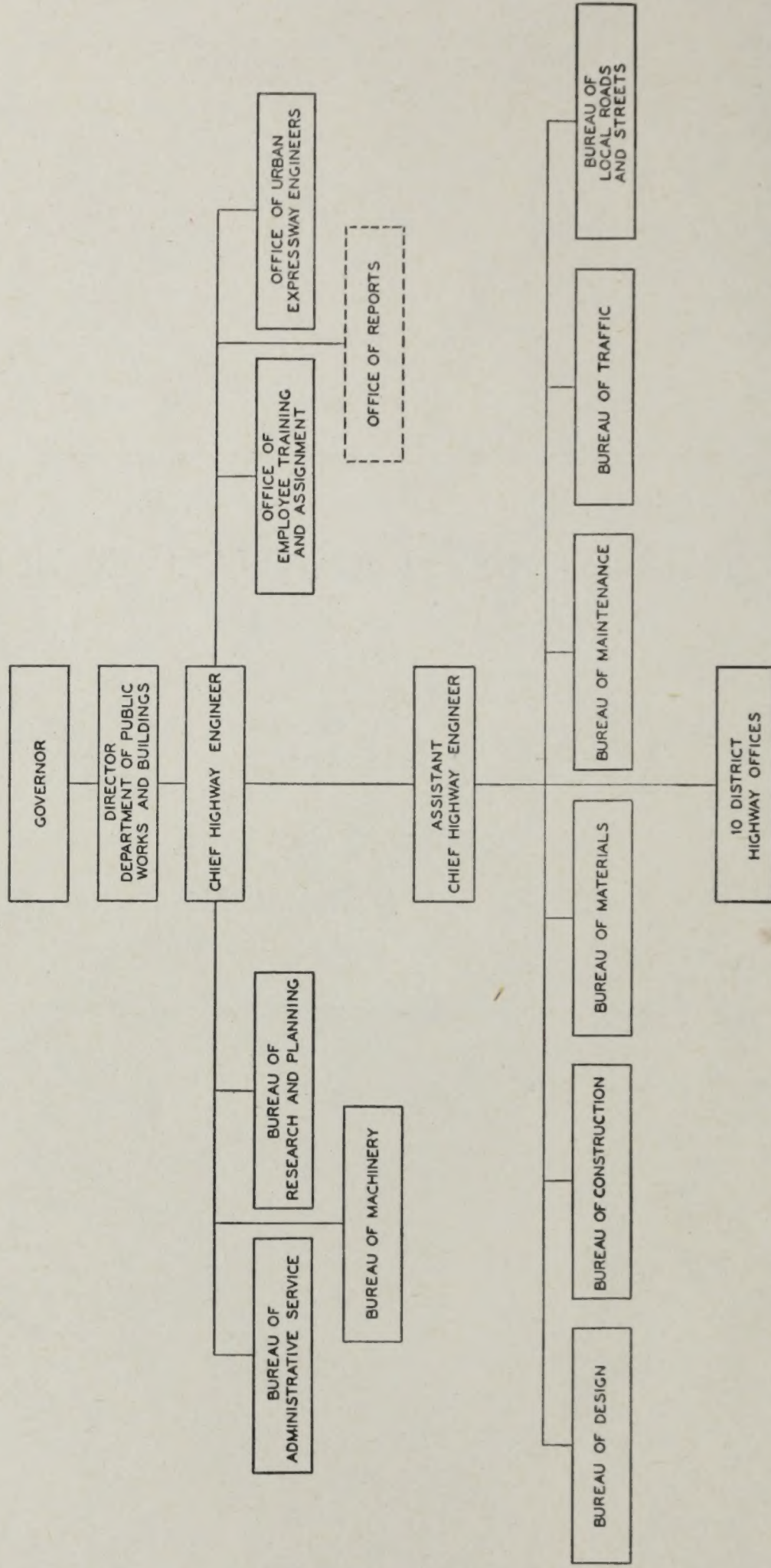


Figure 1.

STATE OF ILLINOIS
WILLIAM G. STRATTON, Governor

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DIVISION OF HIGHWAYS

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for the year

1956

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STATE OF ILLINOIS
WILLIAM G. STRATTON, GOVERNOR
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
ROOM 602-STATE OFFICE BUILDING
SPRINGFIELD

DIVISION OF HIGHWAYS
DIVISION OF WATERWAYS
DIVISION OF ARCHITECTURE

E. A. ROSENSTONE
DIRECTOR
TROY A. KOST
ASSISTANT DIRECTOR

June 23, 1958

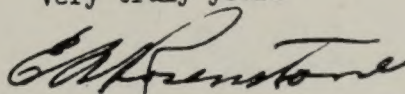
* Honorable William G. Stratton
Governor of Illinois
Executive Office
Springfield, Illinois

Dear Governor Stratton:

Pursuant to statutory provision, I have the honor to submit herewith the Annual Report of the Division of Highways, Department of Public Works and Buildings, for the year ending December 31, 1956.

This report contains much valuable information relating to the organization and operation of the Division as well as complete data on our expenditures.

Very truly yours



E. A. Rosenstone
Director

GENERAL REPORT OF THE COMMISSIONER OF THE GENERAL LAND OFFICE

THE COMMISSIONER OF THE
GENERAL LAND OFFICE
WASHINGTON, D. C.
JANUARY 1, 1892

THE COMMISSIONER OF THE GENERAL LAND OFFICE
WASHINGTON, D. C.
JANUARY 1, 1892

STATE OF ILLINOIS
WILLIAM G. STRATTON, GOVERNOR
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
E. A. ROSENSTONE, DIRECTOR

RALPH R. BARTELSMEYER
CHIEF HIGHWAY ENGINEER

DIVISION OF HIGHWAYS

STATE OFFICE BUILDING
SPRINGFIELD



June 23, 1958

Honorable E. A. Rosenstone
Director, Department of
Public Works and Buildings
State Office Building

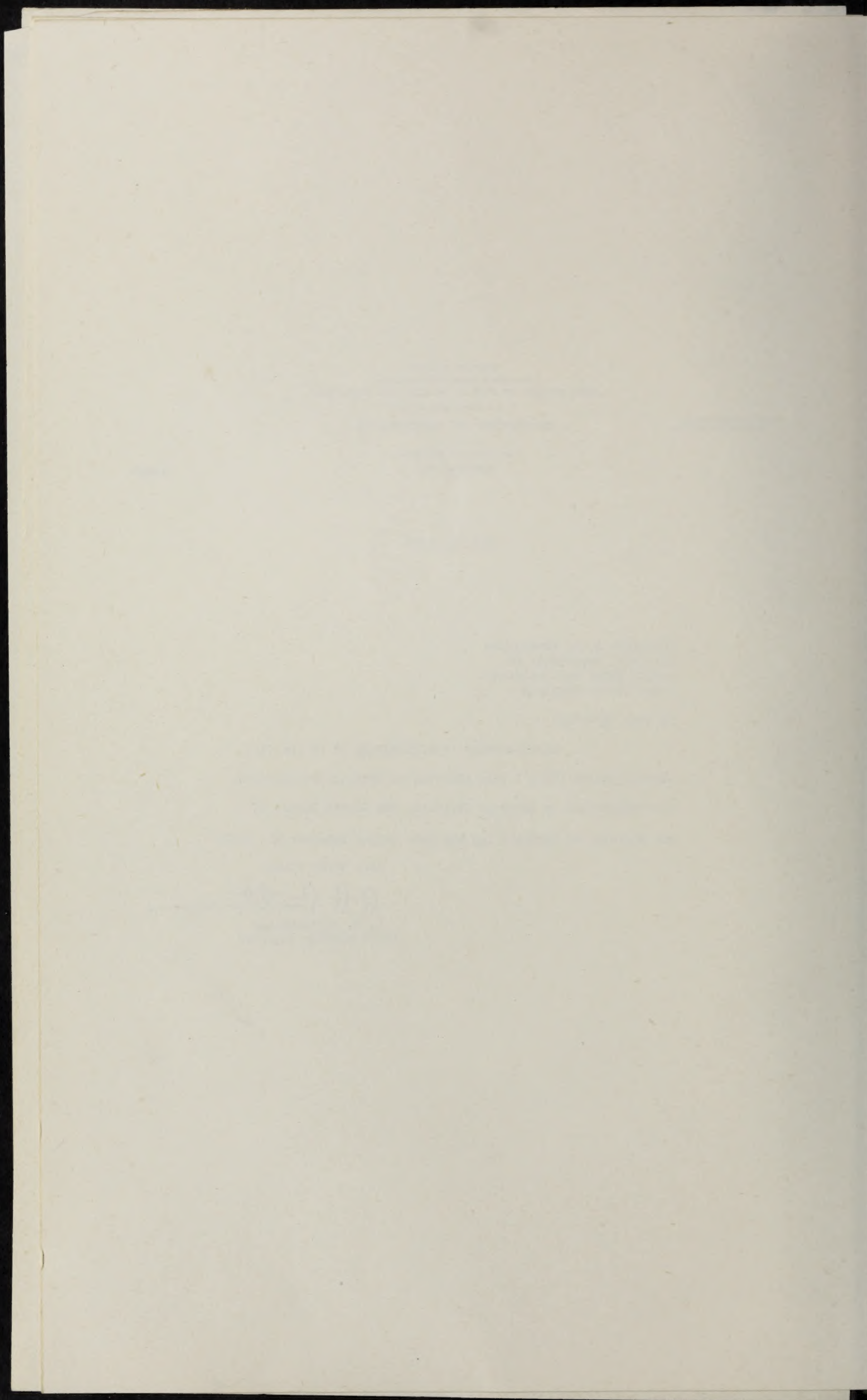
My dear Director:

In accordance with Paragraph 25 of the Civil
Administrative Code, I take pleasure in handing you herewith,
for transmittal to Governor Stratton, the Annual Report of
the Division of Highways for the year ending December 31, 1956.

Very truly yours

A handwritten signature in dark ink, reading "R. R. Bartelsmeyer". The signature is written in a cursive style with a prominent "R" and a long, sweeping underline.

R. R. Bartelsmeyer
Chief Highway Engineer



Administrative Officers of the Department of Public Works and
Buildings, Division of Highways
December 31, 1956

WILLIAM G. STRATTON, *Governor*
E. A. ROSENSTONE, *Director*
TROY A. KOST, *Assistant Director*

Division of Highways

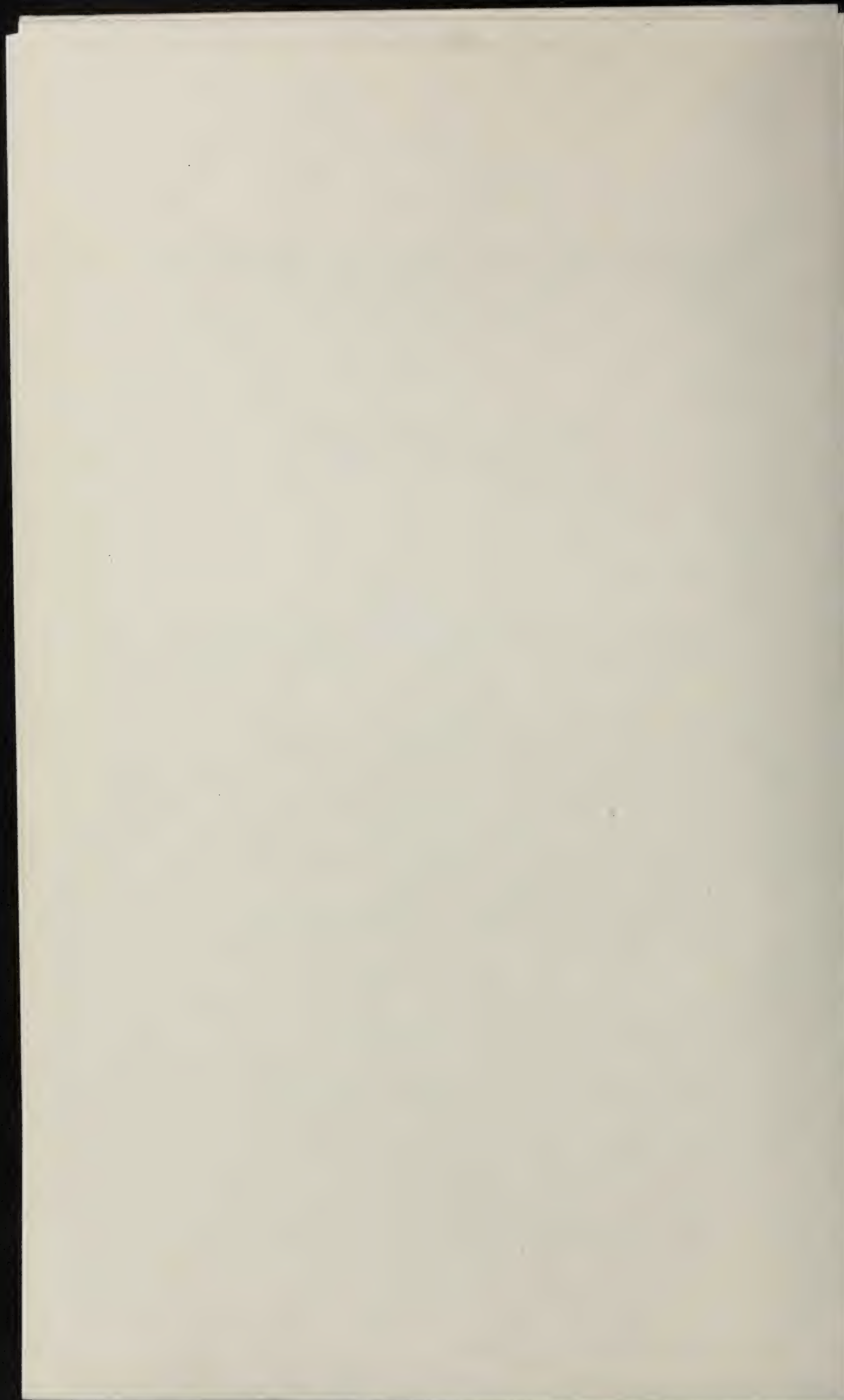
RALPH R. BARTELSMEYER, *Chief Highway Engineer*
~~ELMER R. KNIGHT, *Assistant Chief Highway Engineer*~~

BUREAU CHIEFS

V. L. GLOVER, *Engineer of Administrative Service*
E. L. SHERERTZ, *Engineer of Design*
R. H. TITTLE, *Engineer of Construction*
J. D. LINDSAY, *Engineer of Materials*
H. E. DIERS, *Engineer of Maintenance*
T. F. MORF, *Engineer of Research and Planning*
H. H. HARRISON, *Engineer of Traffic*
R. C. SMOTHERS, *Superintendent of Transportation*
WM. M. DUTELLE, *Engineer of Local Roads and Streets*

DISTRICT ENGINEERS

District No. 1—D. S. MAGOWAN, Elgin, Ill.
District No. 2—M. M. MEMLER, Dixon, Ill.
District No. 3—JOHN GRAYHACK, JR., Ottawa, Ill.
District No. 4—JOHN D. MATTISON, Peoria, Ill.
District No. 5—C. C. WAIDELICH, Paris, Ill.
District No. 6—CARL M. WAHL, Springfield, Ill.
District No. 7—I. C. BLISS, Effingham, Ill.
District No. 8—E. W. RIEFLER, East St. Louis, Ill.
District No. 9—WM. D. MACLEOD, Carbondale, Ill.
District No. 10—J. P. TUTHILL, Chicago, Ill.



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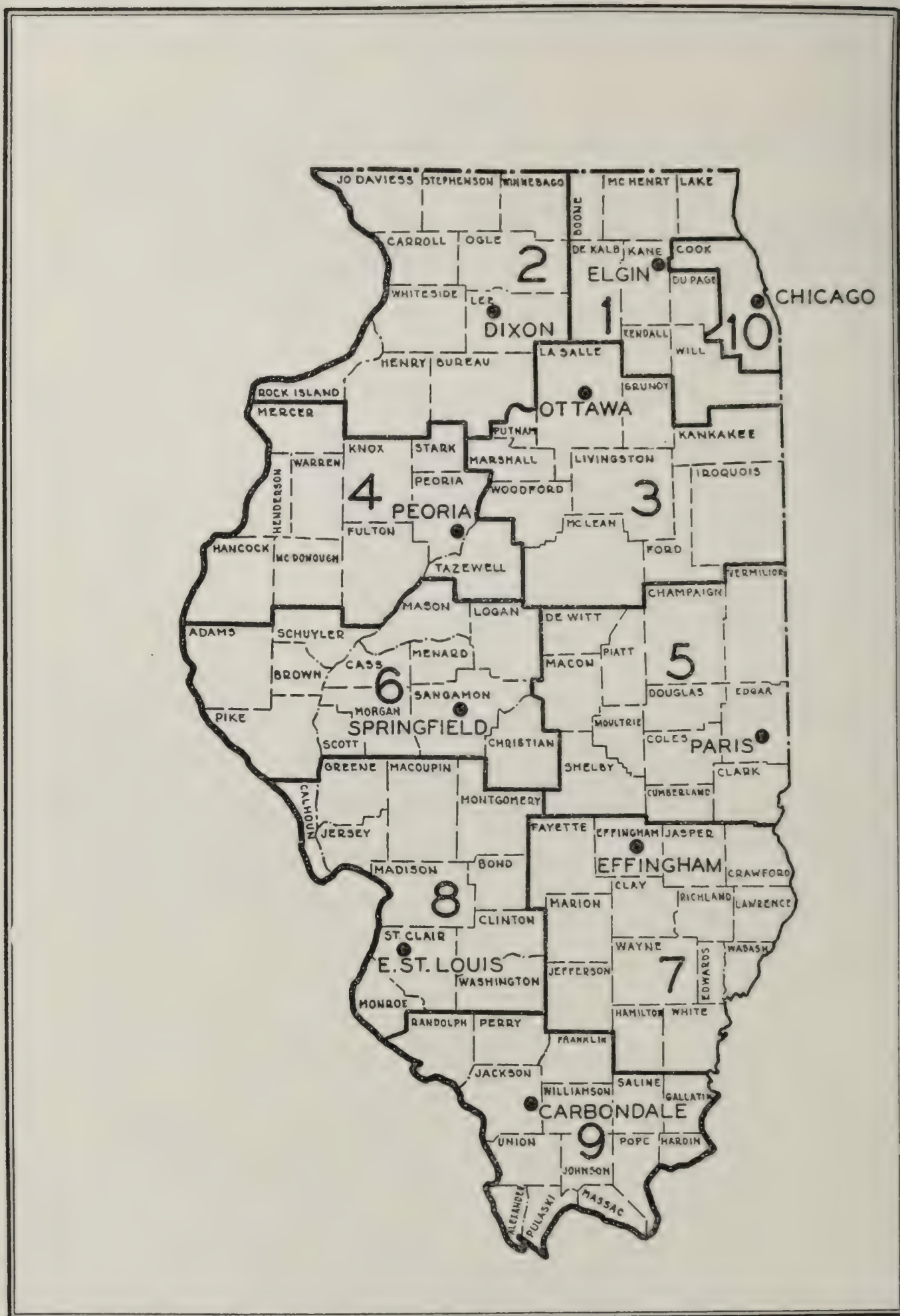


Figure 2.—Map showing State highway districts and the location of district offices.

DIVISION OF HIGHWAYS

I. SUMMARY

The Annual Report of the Division of Highways is published as part of the administrative report required under the provisions of Section 25 of the Civil Administrative Code. This report covers the technical work and financial transactions of the Division during the calendar year ending December 31, 1956.

1. ORGANIZATION.—The Division of Highways is one of several divisions included in the Department of Public Works and Buildings. Its executive officer is the Chief Highway Engineer who, through the central office and bureaus, and through the ten highway districts, administers the highway work of the State of Illinois.

The organization structure of the Division of Highways is shown in Figure 1. The names of the administrative officers including the heads of the various bureaus and the district engineers are given in the preliminary pages of this report. In Figure 2, the boundaries of the highway districts and the location of district offices are indicated. The organization and duties of the bureaus are described in detail in the 1951 Annual Report, pages 20 to 35, inclusively.

2. THE FEDERAL-AID HIGHWAY ACT OF 1956.—In the Federal-aid Highway Act of 1956, which became a law June 29, Congress provided funds to greatly accelerate highway programs of the states with emphasis toward completing the 41,000 mile nationwide system of interstate and defense highways within a 13-year period.

Briefly the more important provisions of the law and their effect to Illinois are:

(1) In addition to the Federal-aid funds for the year ending June 30, 1957 as provided by the 1954 Act, the 1956 Act provided an additional appropriation for that year which for Illinois amounted to \$52,725,444.

(2) It increased the Federal appropriation for interstate highways in Illinois from \$8 million a year under the 1954 Act to \$94 million for the year ending June 30, 1959 in the 1956 Act. This was reflected in the increase for all Federal-aid systems in Illinois from about \$40 million per year for 1956 to \$132 million for the 1959 year.

(3) Congress, in the 1956 Act, assumed a greater responsibility for the interstate system by increasing the Federal share to 90 per cent of the construction cost.

(4) To provide the funds needed, the Federal gas tax was increased from 2c to 3c per gallon of motor fuel, the tax per pound on rubber was increased in varying amounts depending on its use, and an annual tax of \$1.50 per 1,000 pounds was levied on trucks or truck combinations with taxable gross weights over 26,000 pounds.

(5) A trust fund was established in the Federal Treasury for deposit of the revenue derived from these sources.

In Illinois, the interstate system as shown in Figure 8 consists of approximately 1,608 miles of the most important roads in the State. Preliminary planning indicates that when completed all of these highways in Illinois will be divided 4-lane pavements or more, with no highway or railroad crossings at grade.

The Federal funds provided in the 1956 Act together with the 10 per cent matching funds provided by the State should permit construction on this system alone in Illinois to exceed \$100 million annually as the program gets under way.

The tabulation on the following page shows the allotments and apportioning formulas for each of the Federal-aid Highway Acts of 1952, 1954, and 1956.

3. DESIGN.—State contracts amounting to \$86,916,089.65 were awarded for highway improvements in 1956. Included in this amount were \$70,503,453.45, or 81 per cent, for primary highways and \$16,412,636.20, or 19 per cent, for secondary roads.

The contract cost, the amount, and types of work are explained in detail on pages 25 to 65 of Section III, Design of this report.

4. CONSTRUCTION.—In 1956, the State completed 1,051.66 miles of highway improvements. In addition 1,871,437 square yards of intermittent bituminous surfacing were placed; 17.06 miles were graded under separate contracts; 78 new bridges were built, 15 widened, and 46 repaired; 20 highway grade separations were constructed; and 19 railroad grade separations were completed, and one repaired.

The 1,051.66 miles of improvements consisted of 560.61 on the primary system and 491.05 on secondary highways. The mileage and type of surfacing completed during the year is given in Table 19 on page 67.

Table 1 and Figure 3 show the mileage of highways completed annually by the State and by local governments working under State supervision. The sum of the annual mileages completed exceeds the mileage of existing roads because of duplication in reconstruction and resurfacing.

5. MAINTENANCE.—A total of 14,374.69 miles of roads and streets were maintained by the State, including 30.63 miles of Cook County Expressways. In addition, 616.22 miles of city streets, beltlines, and bypasses were maintained directly by the State or by the cities under State agreement.

The cost to the State for maintenance and operation in 1956 was \$24,847,022.54 which included \$589,683.43 expended for maintaining 30.63 miles of expressways in the Chicago area. An additional

SUMMARY

3

1952 ACT

System	Allotments Available		Apportioning Formulas		
	July 1, 1953 to June 30, 1954	July 1, 1954 to June 30, 1955	Area	Population	Mileage
Nation-wide Allotment			$\frac{1}{3}$	$\frac{1}{3}$	$\frac{1}{3}$
Primary Federal-aid System	\$247,500,000	\$247,500,000	$\frac{1}{3}$	$\frac{1}{3}$ rural	$\frac{1}{3}$
Secondary Federal-aid System	165,000,000	165,000,000		Urban Population	$\frac{1}{3}$
Urban Federal-aid System	137,500,000	137,500,000	$\frac{1}{3}$	$\frac{1}{3}$	$\frac{1}{3}$
Interstate System	25,000,000	25,000,000			
Total	\$575,000,000	\$575,000,000			
Allotment to Illinois			Per Cent Participation		
Primary Federal-aid System	\$ 9,415,818	\$ 9,485,889	State		Federal
Secondary Federal-aid System	5,124,593	5,165,722	50		50
Urban Federal-aid System	9,384,933	9,433,309	50 State & County		50
Interstate System	963,234	970,391	50 State & City		50
Total	\$ 24,888,578	\$ 25,055,311	50		50

1954 ACT

System	Allotments Available		Apportioning Formulas		
	July 1, 1955 to June 30, 1956	July 1, 1956 to June 30, 1957	Area	Population	Mileage
Nation-wide Allotment			$\frac{1}{3}$	$\frac{1}{3}$	$\frac{1}{3}$
Primary Federal-aid System	\$315,000,000	\$315,000,000	$\frac{1}{3}$	$\frac{1}{3}$ rural	$\frac{1}{3}$
Secondary Federal-aid System	210,000,000	210,000,000		Urban Population	
Urban Federal-aid System	175,000,000	175,000,000	$\frac{1}{2}$ by Primary FA Formula; $\frac{1}{2}$ by Population		
Interstate System	175,000,000	175,000,000			
Total	\$875,000,000	\$875,000,000			
Allotment to Illinois			Per Cent Participation		
Primary Federal-aid System	\$ 12,165,819	\$ 12,163,280	State		Federal
Secondary Federal-aid System	6,625,129	6,619,637	50		50
Urban Federal-aid System	12,098,383	12,129,168	50 State & County		50
Interstate System	8,105,625	8,116,903	50 State & City		50
Total	\$ 38,994,956	\$ 39,028,988	40 ¹		60

1956 ACT

System	Allotments Available			Apportioning Formulas		
	July 1, 1956 to June 30, 1957	July 1, 1957 to June 30, 1958	July 1, 1958 to June 30, 1959	Area	Population	Mileage
Nation-wide Allotment				$\frac{1}{3}$	$\frac{1}{3}$	$\frac{1}{3}$
Primary Federal-aid System	\$ 56,250,000	\$382,500,000	\$393,750,000	$\frac{1}{3}$	$\frac{1}{3}$ rural	$\frac{1}{3}$
Secondary Federal-aid System	37,500,000	255,000,000	262,500,000		Urban Population	
Urban Federal-aid System	31,250,000	212,500,000	218,750,000	$\frac{1}{2}$ by Primary FA Formula; $\frac{1}{2}$ by Population		
Interstate System	1,000,000,000	1,700,000,000	2,000,000,000			
Total	\$1,125,000,000	\$2,550,000,000	\$2,875,000,000			
Allotment to Illinois				Per Cent Participation		
Primary Federal-aid System	\$ 2,189,083	\$14,885,768	\$15,191,611	State		Federal
Secondary Federal-aid System	1,189,296	8,087,214	8,247,143	50		50
Urban Federal-aid System	2,198,233	14,947,982	15,310,690	50 State & County		50
Interstate System	47,148,832	80,153,014	93,684,148	50 State & City		50
Total	\$52,725,444	\$118,073,978	\$132,433,592	10 ¹		90

¹ In some cases the State, county, and city are co-operating in matching Federal interstate funds.

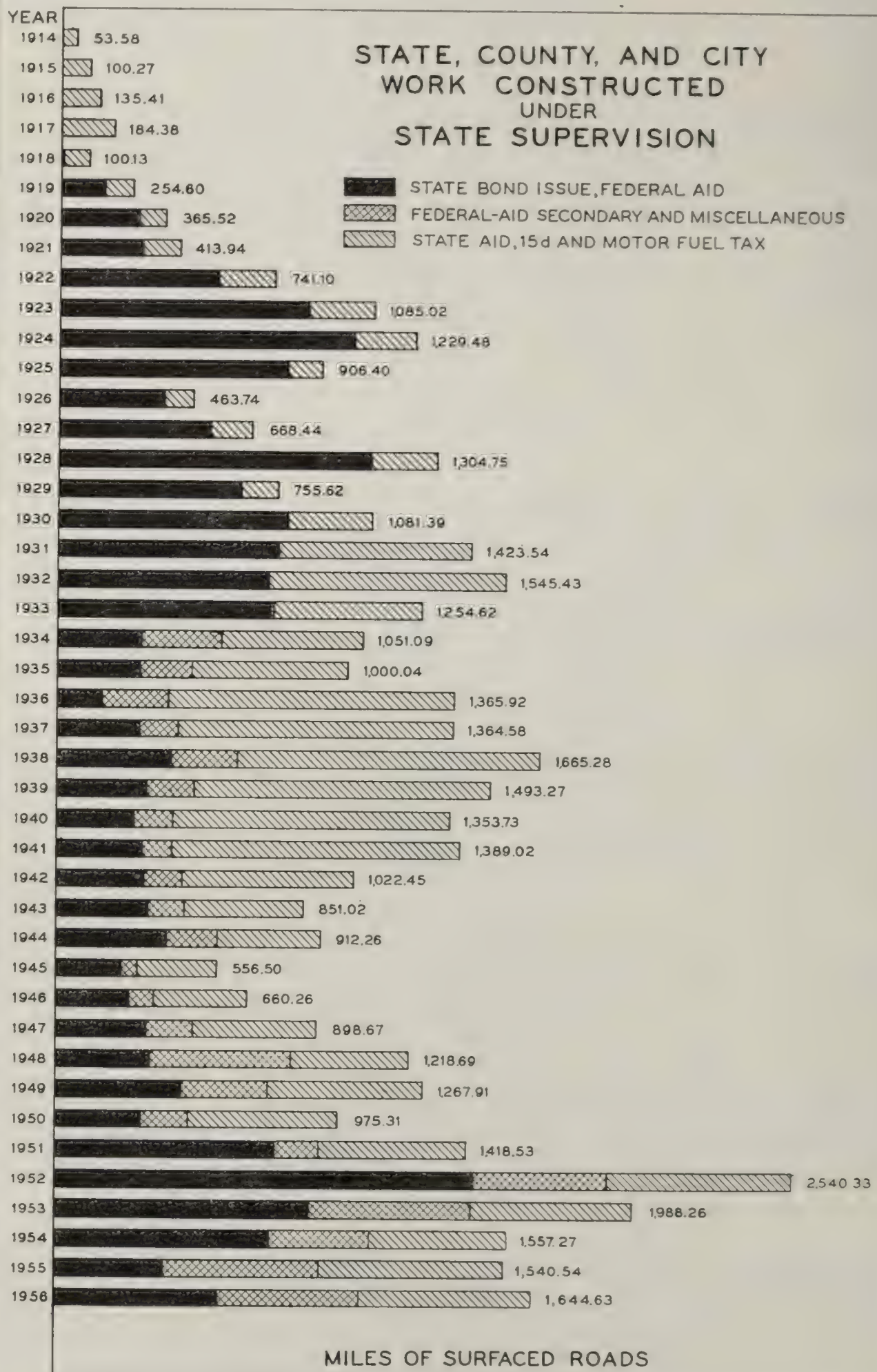


Figure 3.

TABLE 1.—PAVEMENT MILEAGE CONSTRUCTED ON THE STATE, COUNTY, CITY, AND TOWNSHIP SYSTEMS UNDER THE SUPERVISION OF THE STATE.

Year	State System		County System	City MFT	Total State, County and City Work	Township Work
	Primary	Secondary ¹				
1914			53.58		53.58	
1915			100.27		100.27	
1916			135.41		135.41	
1917			184.38		184.38	
1918	6.77		93.36		100.13	
1919	152.54		102.06		254.60	
1920	270.60		94.92		365.52	
1921	285.62		128.32		413.94	
1922	546.95		194.15		741.10	
1923	858.31		226.71		1,085.02	
1924	1,018.21		211.27		1,229.48	
1925	786.86		119.54		906.40	
1926	361.79		101.95		463.74	
1927	522.98		145.46		668.44	
1928	1,075.27		229.48		1,304.75	
1929	629.51		126.11		755.62	
1930	790.22		291.17		1,081.39	
1931	759.87		663.67		1,423.54	
1932	726.86		818.57		1,545.43	
1933	730.55	10.97	513.10		1,254.62	
1934	287.91	275.10	397.53	90.55	1,051.09	
1935	287.35	176.75	399.00	136.94	1,000.04	
1936	154.69	230.01	752.69	228.53	1,365.92	
1937	284.63	131.26	649.00	299.69	1,364.58	
1938	392.91	228.03	780.92	263.42	1,665.28	
1939	309.96	163.68	726.43	293.20	1,493.27	
1940	268.55	131.31	677.74	276.13	1,353.73	
1941	295.04	102.12	740.50	251.36	1,389.02	
1942	300.31	² 131.35	443.53	147.26	1,022.45	
1943	315.67	² 127.70	320.34	87.31	851.02	
1944	380.38	² 175.85	257.41	98.62	912.26	
1945	224.62	² 56.02	204.74	71.12	556.50	
1946	250.37	87.46	222.10	100.33	660.26	8,176.94
1947	³ 311.32	159.51	293.88	133.96	898.67	8,504.41
1948	⁴ 324.14	487.38	270.40	136.77	1,218.69	6,419.33
1949	⁴ 434.13	298.41	353.79	181.58	1,267.91	7,047.57
1950	⁴ 295.70	164.73	354.40	160.48	975.31	
1951	⁴ 756.97	150.92	343.94	166.70	1,418.53	
1952	⁴ 1,441.27	460.47	438.28	200.31	2,540.33	642.70
1953	⁴ 872.12	562.19	323.34	230.61	1,988.26	1,666.29
1954	⁴ 741.82	343.49	267.73	204.23	1,557.27	1,809.58
1955	⁴ 371.86	535.69	331.65	301.34	1,540.54	2,018.60
1956	⁴ 560.61	491.05	334.19	258.78	1,644.63	1,646.61
Totals	19,385.24	5,681.45	³ 14,417.01	³ 4,319.22	⁵ 43,802.92	³ 37,932.03

¹ Includes surfacing constructed with State and Federal funds on State-aid or Federal-aid secondary routes, access roads not on the State system, and mileage built in State Parks, State Institutions, etc.

² Includes access roads not on the State system.

³ Oiled earth not included.

⁴ Includes widening of existing portland cement concrete pavement with portland cement concrete prior to surfacing with bituminous concrete. Mileage of widening (most of which has been surfaced with bituminous concrete) was as follows: 1947—5.77 miles; 1948—6.86 miles; 1949—40.35 miles; 1950—73.29 miles; 1951—282.74 miles; 1952—523.59 miles; 1953—246.79 miles; 1954—192.86 miles; 1955—56.07; 1956—90.23 miles.

⁵ The figures for 1946 through 1952 are the mileages approved for construction and those for 1953 through 1956 are the mileages actually constructed.

\$446,994.31 was expended either directly or advanced to the cities for maintaining streets, beltlines, and bypasses used as State routes.

The cost per mile of \$1,691.11 for maintenance and operation services excluding city and expressway maintenance in 1956 was 5.7 per cent higher than \$1,599.19 per mile for the previous year.

6. FINANCING.—The receipts and disbursements of the Division of Highways are summarized in Table 2. The net revenue available to the Division in 1956 was \$157,407,441.77 as compared with \$149,442,796.67 for 1955.

DIVISION OF HIGHWAYS

TABLE 2.—SUMMARY OF THE REVENUES AVAILABLE TO AND EXPENDITURES BY THE ILLINOIS DIVISION OF HIGHWAYS DURING 1956.¹

AMOUNTS AVAILABLE			
ROAD FUND REVENUES:			
Motor licenses and operators' license fee receipts.....	\$ 86,103,830.45		
Less Administration and collection costs	7,562,621.88	\$ 78,541,208.57	
		3,188,791.38	
Motor fuel tax deposited in Road Fund.....		3,497,196.25	
Counties' contribution to Federal-aid secondary projects.....		32,445,599.00	
Miscellaneous collections and refunds.....		402,633.71	
Federal Aids and Grants			
Fines and penalties		\$161,776,548.26	
		25,973,496.17	
Subtotal			
Less Amount paid other State Departments.....			43,701,119.35
			\$155,803,052.09
MOTOR FUEL TAX REVENUES:			
Gross receipts from motor fuel tax.....	\$ 142,838,908.70		
Less Refunds on nontaxable motor fuel	\$15,614,134.83		
Dept. of Revenue administration expense	276,859.82		
Allotted to down-State counties (Net)	15,070,380.22		
Allotted Cook County (Net) ...	13,814,515.24		
Allotted to municipalities (Net) ..	40,187,680.60		
Allotted to townships and road districts	12,558,650.18		
Grade Crossing Protection Fund..	300,000.00		
Motor fuel tax deposited in Road Fund	43,701,119.35	141,523,340.24	1,315,568.46
GENERAL REVENUE FUND REVENUES:			
Administration of safety responsibility law.....		288,821.22	
Total net revenue all funds		\$ 157,407,441.77	
BALANCE ON HAND JANUARY 1, 1956.....		18,834,270.41	
Total		\$ 176,241,712.18	
AMOUNTS SPENT			
DIRECT EXPENDITURES BY DIVISION OF HIGHWAYS FOR:			
Construction	\$ 98,138,641.17		
Maintenance	25,918,321.91		
Administration and engineering	10,109,013.93		
Miscellaneous	43,240,732.10	\$ 137,406,709.11	
DEBT SERVICE \$100,000,000 HIGHWAY BONDS:			
Interest	\$1,022,520.00		
Principal	6,488,000.00	7,510,520.00	
Total expenditures by Division of Highways.....		\$ 144,917,229.11	
ADVANCED TO COUNTIES AND MUNICIPALITIES TO AID STATE CONSTRUCTION.....		2,295,748.57	
Total expenditures (and loans) by Division of Highways.....		\$ 147,212,977.68	
BALANCE ON HAND DECEMBER 31, 1956.....		29,028,734.50	
Total		\$ 176,241,712.18	

¹ Does not include State Garage Revolving Fund: opening balance \$418,323.41, receipts \$1,503,738.90, expenditures \$1,497,895.78, transfer of \$300,000 to General Revenue Fund, and closing balance \$124,166.53.

² Includes \$97,841.09 employees' compensation, \$79,342.41 treatment expense of injured employees, \$5,473,515.60 for policing of highways, \$151,482.35 for architecture and engineering, and \$171,314.72 for operating the Safety Responsibility Department in the Secretary of State's Office.

³ Includes \$2,052,381.77 for land, buildings and improvements, \$10,761.96 for weighing stations, and \$4,047,500 paid Cook County for service on the expressway bond issue.

⁴ Includes \$1,061,412.17 for administration expense of Motor Fuel Tax Law, \$812,295.38 State-wide highway planning survey, \$288,821.22 for administering the safety responsibility law, and \$1,078,203.33 for Transportation Study of Chicago Metropolitan Area.

SUMMARY

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TABLE 3.—STATE-COLLECTED REVENUE AVAILABLE TO AND WITHDRAWN
BY THE COUNTIES OF ILLINOIS DURING 1956.

AMOUNTS AVAILABLE			
AVAILABLE BALANCES, JANUARY 1, 1956:			
Cook County—Motor fuel tax fund.....	\$	5,816,968.30	
Down-State Counties—Motor fuel tax fund ¹		11,375,524.86	\$ 17,192,493.16
ALLOTMENTS DURING YEAR (NET):			
Cook County—Motor fuel tax	\$	13,814,515.24	
Down-State Counties—Motor fuel tax		15,070,380.22	28,884,895.46
Total State-collected revenues available.....	\$		46,077,388.62
AMOUNTS WITHDRAWN			
Purpose	Cook County	Motor Fuel Tax Withdrawn Down-State Counties	Total
Construction	\$ 6,569,927.03	\$ 4,947,790.06	\$ 11,517,717.09
Right-of-way	49,939.71	487,358.58	537,298.29
Engineering		1,031,231.19	1,031,231.19
FAS matching		2,544,226.08	2,544,226.08
Maintenance		5,009,130.43	5,009,130.43
Debt retirement	3,282,676.42	6,507.65	3,289,184.07
Miscellaneous	134,529.96	552,157.51	686,687.47
Totals	\$10,037,073.12	\$ 14,578,401.50	\$ 24,615,474.62
AVAILABLE BALANCES, DECEMBER 31, 1956:			
Cook County—Motor fuel tax fund.....	\$	9,594,410.42	
Down-State Counties—Motor fuel tax fund.....		11,867,503.58	21,461,914.00
Total			\$ 46,077,388.62

¹ Down-State counties refers to all counties excepting Cook County.TABLE 4.—STATE-COLLECTED REVENUE AVAILABLE TO AND WITHDRAWN
BY THE MUNICIPALITIES OF ILLINOIS DURING 1956.

AMOUNTS AVAILABLE	
AVAILABLE BALANCE, JANUARY 1, 1956.....	\$ 35,430,585.15
ALLOTMENTS OF MOTOR FUEL TAX FUNDS (NET)	40,187,680.60
Total	\$ 75,618,265.75
AMOUNTS WITHDRAWN	
FUNDS WITHDRAWN BY MUNICIPALITIES FOR:	
Construction	\$ 19,840,465.38
Right-of-way	628,076.10
Engineering	1,732,924.91
Maintenance	7,445,934.51
Municipal Indebtedness	3,483,059.78
Treasurer's fees and Miscellaneous	118,695.02
Total motor fuel tax funds withdrawn	\$ 33,249,155.70
AVAILABLE BALANCE, DECEMBER 31, 1956.....	42,369,110.05
Total	\$ 75,618,265.75

TABLE 5.—MOTOR FUEL TAX AVAILABLE TO AND WITHDRAWN BY COUNTIES
FOR TOWNSHIP AND ROAD DISTRICT ROADS DURING 1956.

AMOUNTS AVAILABLE	
AVAILABLE BALANCE, JANUARY 1, 1956.....	\$ 13,420,900.13
ALLOTMENTS OF MOTOR FUEL TAX FUNDS	12,558,650.18
Total	\$ 25,979,550.31
AMOUNTS WITHDRAWN	
AMOUNTS WITHDRAWN FOR:	
Construction	\$ 8,549,623.39
Right-of-way	47,007.87
Engineering	625,461.70
Maintenance	1,956,649.95
Miscellaneous	6,974.88
Total motor fuel tax withdrawn	\$ 11,185,717.79
AVAILABLE BALANCE, DECEMBER 31, 1956.....	14,793,832.52
Total	\$ 25,979,550.31

The expenditures amounting to \$144,917,229.11 in 1956 was higher than \$140,410,357.84 for the previous year.

The principal retirement on highway bonds of \$6,488,000 reduced the outstanding obligation to \$22,106,000 at December 31, 1956. Payment to Cook County of \$4,047,500 was made from the Road Fund during 1956 to service Cook County expressway bonds of which \$40,000,000 was issued in October of 1955.

7. LOCAL ROADS AND STREETS.—State allotments of motor fuel tax funds to counties, cities, and townships were used by these governments for the following purposes in 1956.

Counties completed 334.19 miles of highway surfacing, oiled 2.58 miles, graded 2.43 miles, and constructed 6 bridges, 3 highway grade separations, and 1 railroad grade separation structure. Similarly, municipalities using motor fuel taxes constructed 258.78 miles of street surfacing, oiled 1.32 miles, and constructed 2 bridges, 1 viaduct, and 6 highway grade separation structures. Townships surfaced 1,646.61 miles, oiled 506.47 miles, and built 30 bridges.

The State allotments of motor fuel tax funds to these classes of governments and the amounts expended from these allocations are given in Tables 3, 4, and 5.

DIVISION OF HIGHWAYS EMPLOYEES WHO HAVE SERVED 25 YEARS OR MORE

Leslie W. Adams
Sperry W. Aldrich
Harry J. Alton
E. Dean Antrobus
Bernard Atkin
Willis E. Atkinson
Luther R. Bailey
Joseph A. Bangiolo
James M. Barkman
Wayne F. Barney
Elmer Baseman
Earle M. Bastian
William J. Bennett
Helen L. Berry
Fremont H. Blandin
George A. Blauvelt
John A. Blietz
Irwin C. Bliss
George M. Bohlrig
William J. Bolling
Arch A. Booth
Frank W. Boriske
B. M. Borrud
George D. Bort
Marion P. Boulden
Harold H. Bowen
Arthur C. Braming
Daniel A. Branigan
James R. Branton
Herbert C. Bright
Kenneth L. Brown
Harold G. Buchanan
Ira H. Buchman
C. N. Bullard
Lena Bundy
James L. Burnett
Warren E. Burr
Henry C. Buser
Theresa Carlson
Jane Carr
Earl W. Carter
Homer D. Catt
B. L. Chaney
Cecil E. Chenoweth
George W. Chenoweth
Edwin R. Clemmons
Alexander A. Coleman
Loftus J. Collamore
Leland J. Colvin
Joseph B. Conroy
Hazel M. Constant
Russell S. Cooke
Charles G. Corcoran
Dallas M. Costello
David Crawford
Verla C. Crawley
Arthur S. Crom
Edgar M. Crump
Charles E. Cullen
Carl B. Cunningham
Nathaniel B. Curran
Edmund F. Curtin, Sr.
John J. Cychol
Edward V. Damotte
Lewis E. Davidson
Jack Day
Oscar Day
Roy J. Devine
Henry E. Diers
Harold K. Dolbow
Dorothy F. Dorr
Frank A. Dragoun
Frank A. Drasda
Earl D. Dryfoose
Joseph P. DuFour

Joy W. Dull
William M. Dutelle
Arthur N. Edwards
Lloyd J. Elfline
Albert B. Elliott
Clarence W. Engel
Arthur J. Feickert
Albert H. Ferger
Robert E. Ferguson
John R. Fiedler
Muriel C. Fogarty
Arthur Fogde
Oscar Frost
William C. Gaffney
Richard W. Gerling
Ralph G. Gher
Vernon L. Glover -
Katherine V. Glynn
Robert G. Gove
Harry P. Graham
John Grayhack, Jr.
Charles E. Grosskoff
Earl McK. Guy
Elmer E. Hagglund
Helen M. Hanselman
Ralph W. Hansen
George W. Harney
Robert E. Haroldson
Harry H. Harrison
Clifford E. Hart
Ernest D. Harward
Spencer R. Heindel
LeSueur H. Hendrick
Christian L. Heuer
Paul Hieber
T. D. Holloway
Robert K. Hopkins
Frank M. Hopper
Vance E. Hopper
Frank V. Houska
Otis O. Isenbarger
A. Noel Jamison
Kenneth A. Johnsen
Theodore B. Johnson
Ben M. Jones, Jr.
Charles N. Jones
George B. Jones
Charles E. Keen
John G. Keller
Henry E. Kelly
Bernard A. Kennedy
Thomas C. Kennedy
Ronald J. Kenyon
Russell G. Kenyon
Edmund J. Kern
Arthur P. Kettenhofen
Theodore R. King
Louis H. Kinsella
Fred Kirchner
Arthur G. Kistler
Harvey E. Kline
Robert G. Klugman
Harry J. Kluss
Elmer R. Knight
Angela Kortenber
William S. Krause
Frederick T. Krueger
Allen L. Kukral
Ole Larsen
Bernard A. Lawler
Lloyd E. Leka
Ralph T. Leslie
James D. Lindsay
Marian Lindsay
Bernard W. Lollar

Roy B. Longhta
Glen M. Longley
Randolph A. Lonier
Thomas E. Lowery
Eddy Lund
Lucille F. Mackay
William J. Mackay
William D. MacLeod
Donald S. Magowan
Paul J. Malay
Enos O. Manon
Harry G. Marshall
W. M. Marshall
James H. Martin
Fred C. Mason
Cyril P. Mathy
John D. Mattison
John W. McCarty
Allen J. McClintick
Herbert V. McCoy
Walton A. McCree
John L. McCumber
William T. McCune
Gordon S. McDonald
Jackson H. McDonald
Eileen R. McFall
Mildred McLaughlin
Charles B. McNelly
Allen D. McReynolds
Merton M. Memler
Theodore Midjaas
Aloysius W. Miller
Joseph H. Miller
Joseph L. Miller
Josephine Miller
John P. Mills
Fred W. Moore
Willard O. Moore
Leo A. Murphy
Robert B. Murphy
Fred C. Nehren
Claude R. Nicholson
Thomas H. F. Norris
Vivian E. O'Donnell
Lumer Olsan
Harold L. Owen
Pritchett R. Patterson
S. Emmons Patterson
Paul R. Pearson
Mame C. Peck
Maurice G. Peter
Spencer M. Peters
William J. Poad
Marie Poppe
Errett A. Post
Stona N. Powell
Herbert D. Preston
Neil F. Pruitt
Wesley C. Pruitt
Jerry E. Raffensperger
Edwin J. Raich
Fred L. Ray
Alvin F. Rausch
Dice Reamsnider
Lawrence O. Reime
Charles E. Rhoads
Charles N. A. Richards
Edward W. Riefler
Ethel L. Roberts
H. Harold Roberts
Harold W. Roebuck
V. M. Romine
Ellis G. Ross, Jr.
Winfred B. Rossiter
Howard W. Russell

Edwin S. Ryan
Earl S. Ryneerson
William A. Sausaman
Charles G. Saville
Isaac C. Sawyer
Henry O. Scheer
Roland E. Schermerhorn
Louis Schlaefli
William H. Schneider
Robert E. Scribner
Mary Frances Seabright
Ralph W. Seabright
Elmer O. Sellers
George H. Shanahan
Richings J. Shand, Jr.
J. R. Shelburne
Everett L. Sherertz
Harold I. Shively
Vivien X. Smiley
Ardis Smith
Charles L. Smith
James A. Smith
Terry P. Smith, Jr.
Henry G. Spoerl
Lawrence Spooner
Lloyd A. Springer
Dick D. Starke
Arthur R. Steese
LuRenna C. Steinritz
Viola L. Suhr
Mary Taposik
Julian A. Taylor
Otis W. Terry
Bernard W. Tilley
Robert H. Tittle
Joseph L. Todd
Arthur C. Tosetti
William H. Townsend
Herbert J. Truman
Helen M. Turner
J. P. Tuthill
Clarence C. Uhl
Raymond H. Underhill
John L. VanDeusen
Leo L. Vogt
Charles J. Vranek
Glenn G. Waddington
Carl M. Wahl
Clarence C. Waidelich
Hyman F. Walder
R. B. Walters
Ruth Ward
R. A. Watson
Carl O. Wehrman
Chauncey H. Wells
William E. Westwood
George Wildeson
Louise M. Wildi
Carl H. Wiley
Robert D. Wiley
S. Ernest Wiley
Arthur D. Williams
Paul M. Williford
J. Mortimer Wilson
Wesley D. Wilson
Alfred T. Winston
Fred G. Wishart
Wilmer H. Woelfer
Walter B. Worsham
Charles H. York
Harry W. Zieseniss
Waldemar H. Zumstein

Figure 4.

II. FINANCING

1. GENERAL.—Financing the improvements and maintenance of the System of State Highways in Illinois involves the expenditure and recording of large sums of money annually. Budgeting, accounting, and auditing of highway funds are the responsibility of the Bureau of Administrative Service. Through this Bureau vouchers are issued and records kept of all financial transactions in highway funds; detailed records are made of maintenance and construction costs on each section of State highway; State highway funds expended by local governments are audited annually; budgets are prepared; Division personnel records are kept; and statistical reports are issued periodically concerning all phases of highway financing in Illinois.

Summarization of State highway finance is portrayed in the discussion and tables which follow.

2. RECEIPTS, EXPENDITURES, AND BALANCES.—Detailed information concerning financial transactions of State highway funds is given in Table 12. Revenues and expenditures for State highway purposes in 1956 exceeded any previous year. The increase in highway revenue over 1955 was 5.47 per cent, which was accounted for by increases in the collection of license fees and the collection of motor fuel tax.

(a) *Receipts*.—During 1956 a total of \$268,476,959.49 of highway revenue was deposited in the State Treasury. In addition \$288,821.22 of General Revenue Fund appropriations were used for special highway purposes. Not all of this was available for primary highway work. Of the \$142,838,908.70 motor fuel tax collected, refunds to nonhighway users, collection costs, and allotments to counties, cities, and townships and to the Grade Crossing Protection Fund totaled \$97,822,220.89, leaving \$45,016,687.81 to the Division of Highways. Likewise included in the \$86,103,830.45 received from registration fees, collection costs, payments to the State highway police, reserve for retirement of State highway bonds, and allowance for miscellaneous items left \$65,057,712.40 available to the Division of Highways. Table 12 shows of the total highway receipts amounting to \$268,765,780.71, after the deductions mentioned above, \$149,608,620.55 remained for construction, engineering, and maintenance by the Division of Highways.

The following tabulation shows a comparison of State highway receipts for 1955 and 1956.

Type of Receipt	1955	1956	Change	
			Amount	Per Cent
Registration fees.....	\$ 74,929,696.50	\$ 86,103,830.45	\$+11,174,133.95	+14.91
Federal aids and grants.....	35,140,812.81	32,445,599.00	-2,695,213.81	-7.67
Miscellaneous collections.....	6,780,105.38	7,088,621.34	+308,515.96	+4.55
Motor fuel tax.....	137,700,767.62	142,838,908.70	+5,138,141.08	+3.73
Total regular receipts.....	\$254,551,382.31	\$268,476,959.49	\$+13,925,577.18	+5.47
Receipts from General Revenue Fund.....	284,371.77	288,821.22	+4,449.45	+1.56
Total receipts available.....	\$254,835,754.08	\$268,765,780.71	\$+13,930,026.63	+5.47

(b) *State Highway Expenditures.*—The amount expended by the Division, \$144,917,229.11 in 1956, exceeded that of 1955 by \$4,506,871.27, or 3.21 per cent, while the total State highway expenditures and advances to local governments for highway purposes was up 1.79 per cent when compared with that of 1955. The tabulation which follows compares the amounts expended in 1956 with those of the previous year.

Expenditures by or for	1955	1956	Change	
			Amount	Per Cent
Division of Highways.....	\$140,410,357.84	\$144,917,229.11	\$+4,506,871.27	+3.21
Counties.....	27,315,278.34	25,094,387.19	-2,220,891.15	-8.13
Municipalities.....	37,177,706.87	35,065,991.70	-2,111,715.17	-5.68
Townships and Road Districts.....	10,158,405.45	11,185,717.79	+1,027,312.34	+10.11
Other State Departments.....	25,265,300.58	29,427,112.70	+4,161,812.12	+16.47
Reserve for Service of Relief Bonds.....	1,044,345.00	-----	-1,044,345.00	-100.00
Total.....	\$241,371,394.08	\$245,690,438.49	\$+4,319,044.41	+1.79

(c) *Balances.*—The closing balance in all State highway funds at December 31, 1955 was \$85,003,473.85 as shown in the 1955 Annual Report. At the end of 1956 a total balance of \$108,078,816.07 remained in all highway funds. Of this amount only \$28,869,554.50 was available for commitments of the Division of Highways, against which liabilities for contracts in force and reserves for other construction work and commitments amounted to \$59,962,551.96. The following tabulation shows the balances in the various accounts at January 1, and at December 31, 1956.

Fund	Balances at		Change
	January 1, 1956	December 31, 1956	
Road Fund.....	\$17,603,656.06	\$27,543,963.86	\$+9,940,307.80
Trust Fund.....	-----	-----	-----
Motor Fuel Tax Fund:			
Division of Highways.....	1,230,614.35	1,484,770.64	+254,156.29
Counties.....	17,192,493.16	21,461,914.00	+4,269,420.84
Municipalities.....	35,430,585.15	42,369,110.05	+6,938,524.90
Townships and Road Districts.....	13,420,900.13	14,793,832.52	+1,372,932.39
State Treasurer, Relief Bonds.....	225.00	225.00	-----
Grade Crossing Protection Fund.....	125,000.00	425,000.00	+300,000.00
Totals.....	\$85,003,473.85	\$108,078,816.07	\$+23,075,342.22

TABLE 6.—ANNUAL STATE REVENUE FOR HIGHWAY PURPOSES, 1911-1956.

Year	Road Fund				Bond Funds 60M and 100M Issues	Motor Fuel Tax Fund	Grade Crossing Protection Fund	Trust Fund	General Revenue Fund Allocations for Highway Purposes	Total
	Motor License and Operators' License Fees	Federal Aid	Miscellaneous	Motor Fuel Tax ¹						
1911--	\$ 74,552.59									\$ 74,552.59
1912--	364,708.03									364,708.03
1913--	499,802.45									499,802.45
1914--	700,233.00									700,233.00
1915--	903,284.09									903,284.09
1916--	1,238,483.92									1,238,483.92
1917--	1,629,445.26									1,629,445.26
1918--	2,770,084.60		\$ 85.00							2,770,169.60
1919--	3,236,448.71	\$ 527,709.65	1,443.50							3,765,601.86
1920--	5,856,044.48	5,197,089.40	58,861.68							11,111,995.56
1921--	6,862,125.83	3,802,430.46	221,645.55							15,595,679.62
1922--	7,904,219.71	1,733,334.86	132,495.77							21,794,017.10
1923--	9,689,702.77	4,257,276.06	135,485.61							38,183,332.14
1924--	11,557,838.94	3,565,058.69	300,045.58							36,949,243.21
1925--	13,030,977.39	2,717,923.43	514,260.69							35,913,461.51
1926--	13,937,579.64	2,036,921.95	214,330.36							21,146,795.68
1927--	15,589,365.19	2,997,912.78	216,671.59							34,948,656.72
1928--	15,069,830.33	4,054,652.00	425,556.10							57,334,898.37
1929--	17,035,596.03	3,482,065.67	454,193.15	\$ 3,953,047.72						42,528,661.33
1930--	18,353,865.44	4,089,891.72	347,066.64	2,439,728.14						60,041,413.72
1931--	19,201,521.14	10,063,542.21	293,793.69	14,813.95						53,469,744.72
1932--	16,812,097.50	4,888,086.14	195,232.94	36,530.40						54,033,060.34
1933--	15,544,501.29	7,271,723.92	272,550.28	502,762.35						63,037,957.95
1934--	18,189,190.93	13,663,956.76	178,430.17							60,838,749.87
1935--	19,988,807.85	8,880,882.56	197,548.18							72,748,996.30
1936--	18,685,682.83	18,449,527.07	180,772.26							76,181,951.81
1937--	21,283,188.44	15,648,505.31	299,437.77							70,716,959.14
1938--	21,754,616.24	9,194,477.62	231,517.19							74,893,314.50
1939--	24,678,040.42	7,283,227.14	604,474.51							79,291,778.68
1940--	24,037,765.01	9,330,449.44	637,548.51							80,679,226.56
1941--	25,852,799.98	5,586,877.20	591,285.65							72,853,614.10
1942--	23,771,384.62	3,970,309.57	527,099.93							65,616,677.73
1943--	24,037,431.29	7,182,876.22	159,735.91							61,820,583.48
1944--	22,942,106.55	2,717,935.17	314,016.12							63,072,878.65
1945--	23,396,891.33	1,405,921.39	449,090.29							93,099,300.77
1946--	27,917,192.83	2,754,479.49	295,731.69							93,703,024.97
1947--	30,492,814.24	6,227,802.26	993,400.15							122,445,291.47
1948--	32,892,386.26	14,827,994.23	2,645,795.30							2,817,380.87
1949--	41,986,130.32	15,526,936.34	2,693,251.72							343,391.77
1950--	40,437,007.68	14,553,825.13	1,762,456.26							354,071.26
1951--	44,607,331.92	18,413,925.26	907,511.57							333,296.04
1952--	52,327,170.57	26,908,982.94	2,546,878.69							327,836.95
1953--	69,647,775.00	25,800,389.22	6,700,031.16							287,931.54
1954--	71,942,193.55	26,955,333.75	5,014,534.97							284,371.77
1955--	74,929,696.50	35,140,812.81	6,730,105.38							268,765,780.71
1956--	86,103,830.45	32,445,599.00	7,088,621.34							
Total	\$1,039,783,743.14	\$383,556,644.82	\$45,406,892.85	\$248,001,050.32	\$1,555,639,812.24	\$1,353,620,733.64	\$425,000.00	\$5,669,725.46	\$36,944,881.45	\$3,269,108,483.92

¹ Revenues received prior to 1933 consist of 1927 Gas Tax receipts, subsequent to 1933 consist of 1929 Motor Fuel Tax collections deposited in Road Fund.

² The \$21,526,300.00 shown consists of \$17,624,000.00 from the 60M issue and \$3,902,300.00 from the 100M issue. All Bond Fund receipts before 1924 are from the 60M issue and after 1924 from the 100M issue.

³ Does not agree with figure published in 1944 Annual Report because of auditing adjustments.

REVENUE FROM HIGHWAY PURPOSES, 1911-1956. (Continued from page 11)

3. SOURCES OF STATE HIGHWAY REVENUE.—The source of funds for highway purposes in Illinois are (a) vehicle registration fees, (b) motor fuel tax, (c) Federal aids, (d) State General Revenue Fund appropriations, and (e) miscellaneous collections.

The amount received from each of these sources has been shown in accompanying tabulations, but little has been said of their source or collection. These are explained briefly in the discussion which follows:

(a) *Vehicle Registration Fees*.—Fees in this item include State licenses issued for motor vehicles, trailers, drivers and chauffeurs, and for miscellaneous purposes relating to motor vehicles. Registration fees are collected by the Secretary of State and deposited in the Road Fund. Collection expense incurred is payable from the Road Fund.

TABLE 7.—DETAIL OF HIGHWAY REVENUES FOR CALENDAR YEAR 1956.

ROAD FUND REVENUES:

Motor License and Operators' license fees..... \$86,103,830.45

Federal Aids and Grants:

Regular Federal-aid program.....\$10,953,669.32
Federal Secondary program 5,372,820.43
Federal Urban program 10,384,854.09
Federal Interstate program..... 5,719,054.92
Forest Highways program 15,200.24

Total Federal aids and grants..... 32,445,599.00

Miscellaneous Collections:

Public Safety deposits\$ 13,227.23
Reimbursement of expenses 1,138,300.72
Reimbursements from counties for
right-of-way advances 42,750.00
Reimbursement from counties for
construction advances 424,843.69
Reimbursement from counties for
secondary road construction.... 3,188,791.38
Reimbursement from municipalities
for construction cost advances.. 1,878,074.61
Fines and penalties 402,633.71

Total miscellaneous collections..... 7,088,621.34

Transfers from Motor Fuel Tax Fund..... 43,701,119.35

Total Road Fund revenues \$169,339,170.14

MOTOR FUEL TAX REVENUES:

Motor fuel tax collected..... \$142,838,908.70

Less amount transferred to Road Fund..... 43,701,119.35

\$99,137,789.35

Less amount transferred to Grade Crossing

Protection Fund 300,000.00

Total Motor Fuel Tax Fund revenues..... 98,837,789.35

GRADE CROSSING PROTECTION FUND REVENUES:

Transfers from Motor Fuel Tax Fund..... 300,000.00

GENERAL FUND HIGHWAY REVENUES:

For administering safety responsibility law..... 288,821.22

Total revenues, all funds \$268,765,780.71

TABLE 8.—MOTOR VEHICLES REGISTERED IN ILLINOIS, 1911-1956.¹

Registration Year	Number of Vehicles Registered					
	Passenger Cars	Trucks and Buses	Motorcycles	Trailers	Dealers' Licenses	Chauffeur Registrations
1911.....	39,269		4,346			
1912.....	68,012		9,238		874	8,162
1913.....	94,646		12,183		1,041	13,153
1914.....	131,140		14,852		1,198	17,827
1915.....	180,832		15,710		1,458	22,995
1916.....	248,429		14,931		2,671	33,022
1917.....	340,292		13,740		3,745	43,679
1918.....	389,701		10,834		3,548	45,696
1919.....	478,438		10,920		4,960	53,123
1920.....	503,762	65,307	10,597		6,282	69,365
1921.....	583,441	80,031	8,935		7,041	69,226
1922.....	682,250	99,876	7,871		4,214	56,789
1923.....	847,005	122,282	7,612		4,516	92,871
1924.....	981,859	141,706	6,873	2,044	4,488	96,924
1925.....	1,101,943	161,234	6,603	3,777	4,557	99,372
1926.....	1,195,014	175,489	6,156	3,350	4,688	102,849
1927.....	1,254,421	184,564	6,135	3,489	4,594	100,398
1928.....	1,314,003	190,356	5,826	3,742	4,548	94,169
1929.....	1,410,913	204,175	6,055	5,068	4,605	106,551
1930.....	1,429,146	209,114	6,245	7,341	4,368	108,538
1931.....	1,411,261	201,509	5,811	9,283	3,883	93,056
1932.....	1,311,783	181,715	5,274	8,950	3,266	70,788
1933.....	1,276,864	186,186	4,959	9,228	2,922	66,559
1934.....	1,285,434	178,496	4,766	10,792	3,449	70,584
1935.....	1,342,904	190,843	5,291	14,636	3,896	78,931
1936.....	1,459,195	208,926	5,924	18,408	3,963	90,228
1937.....	1,556,702	220,639	6,490	23,475	4,329	97,573
1938.....	1,567,775	222,582	6,848	23,396	4,199	88,974
1939.....	1,626,689	232,888	7,227	25,296	4,363	123,313
1940.....	1,707,512	228,889	7,742	29,349	4,679	135,299
1941.....	1,825,142	234,703	7,672	32,236	4,862	141,199
1942.....	1,747,253	233,386	9,242	30,429	3,742	141,680
1943.....	1,592,837	221,634	8,247	26,014	3,282	125,576
1944.....	1,518,629	216,930	8,381	26,371	3,904	125,182
1945.....	1,508,222	224,929	8,834	31,776	4,595	142,714
1946.....	1,614,490	254,059	16,016	45,998	6,332	193,854
1947.....	1,753,109	291,749	22,506	51,864	7,028	214,618
1948.....	1,904,991	317,048	30,369	56,369	7,603	232,637
1949.....	2,078,704	336,044	28,627	56,943	7,349	242,192
1950.....	2,286,929	362,713	26,682	60,744	7,347	252,993
1951.....	2,407,130	382,335	24,782	64,971	7,560	262,366
1952.....	2,457,010	382,715	24,020	68,079	7,783	267,150
1953.....	2,580,669	377,073	23,637	72,699	7,941	270,046
1954.....	2,694,251	393,046	22,880	80,545	7,680	267,115
1955.....	2,858,869	409,217	23,263	90,249	7,868	270,500
1956.....	2,984,584	423,910	24,004	104,549	8,321	300,146

¹ Reported by Secretary of State.

(b) *Motor Fuel Tax Funds.*—The distribution of the State motor fuel tax collected in 1956 is shown in Figure 5. The Department of Revenue is responsible for collecting the tax (5 cents per gallon during 1956) and for depositing the collections in the State Treasury. At the beginning of each month the amount deposited in the State Treasury during the preceding month is cleared for apportionment. After paying refunds, administrative expense, and reserving \$25,000 each month for the Grade Crossing Protection Fund, the remaining amount is allotted the various governmental units as follows: 35 per cent to the Division of Highways; 32 per cent to municipalities; 11 per cent to counties with a population of 500,000 or more (Cook County); 12 per cent collectively to other counties; and 10 per cent to townships, road district, and township districts.

TABLE 9.—PERCENTAGE OF THE TOTAL STATE MOTOR VEHICLE LICENSE FEES PAID BY RESIDENTS OF EACH COUNTY IN 1956.

County	Per Cent of Fees Collected		County	Per Cent of Fees Collected	
	In All Counties	In Down-State Counties ¹		In All Counties	In Down-State Counties ¹
Adams	8.22	1.460	Lee	.461	.818
Alexander	.171	.303	Livingston	.641	1.138
Bond	.200	.355	Logan	.395	.701
Boone	.239	.424	Macon	1.365	2.422
Brown	.092	.163	Macoupin	.569	1.010
Bureau	.582	1.034	Madison	2.236	3.970
Calhoun	.077	.137	Marion	.653	1.160
Carroll	.286	.508	Marshall	.185	.329
Cass	.231	.411	Mason	.237	.421
Champaign	1.161	2.061	Massac	.201	.357
Christian	.548	.973	McDonough	.406	.720
Clark	.245	.435	McHenry	.912	1.619
Clay	.254	.451	McLean	.948	1.684
Clinton	.274	.487	Menard	.149	.265
Coles	.596	1.058	Mercer	.238	.422
Cook	43.672		Monroe	.176	.312
Crawford	.298	.529	Montgomery	.432	.767
Cumberland	.103	.183	Morgan	.447	.794
DeKalb	.680	1.207	Moultrie	.186	.330
DeWitt	.221	.392	Ogle	.545	.967
Douglas	.255	.453	Peoria	2.390	4.242
DuPage	2.275	4.039	Perry	.248	.440
Edgar	.329	.584	Piatt	.213	.378
Edwards	.159	.282	Pike	.306	.543
Effingham	.281	.499	Pope	.044	.079
Fayette	.292	.518	Pulaski	.084	.149
Ford	.279	.495	Putnam	.076	.135
Franklin	.393	.698	Randolph	.332	.590
Fulton	.584	1.037	Richland	.269	.478
Gallatin	.099	.176	Rock Island	1.627	2.889
Greene	.242	.430	Saline	.316	.561
Grundy	.303	.539	Sangamon	1.738	3.085
Hamilton	.125	.222	Schuyler	.122	.216
Hancock	.371	.659	Scott	.105	.187
Hardin	.066	.116	Shelby	.316	.561
Henderson	.115	.204	Stark	.134	.237
Henry	.692	1.228	St. Clair	2.349	4.171
Iroquois	.523	.929	Stephenson	.530	.941
Jackson	.402	.714	Tazewell	1.127	2.001
Jasper	.142	.252	Union	.235	.416
Jefferson	.389	.690	Vermilion	1.156	2.053
Jersey	.182	.324	Wabash	.237	.420
JoDaviess	.230	.409	Warren	.320	.568
Johnson	.085	.150	Washington	.187	.332
Kane	2.009	3.567	Wayne	.296	.526
Kankakee	.977	1.735	White	.347	.616
Kendall	.195	.346	Whiteside	.770	1.366
Knox	.836	1.484	Will	2.037	3.617
Lake	2.357	4.184	Williamson	.483	.856
LaSalle	1.505	2.671	Winnebago	2.193	3.893
Lawrence	.245	.435	Woodford	.342	.608
Total			100.000		

¹ The 12 per cent allotment of motor fuel tax to down-State counties is allocated to the counties on the basis of registration fees collected from residents of each county during the previous year. The percentages shown in the down-State column above, indicate the share each county will receive in 1957 of the total down-State county allotment.

The share allotted to the Division of Highways is transferred to the Road Fund and expended from this fund for highway purposes. The allotment to the several counties having less than 500,000 inhabitants is allotted each county in proportion to the amount of motor vehicle license fees received from its residents, respectively, during the preceding calendar year. The share of the motor fuel tax allotted to the municipalities collectively is divided among those units in the

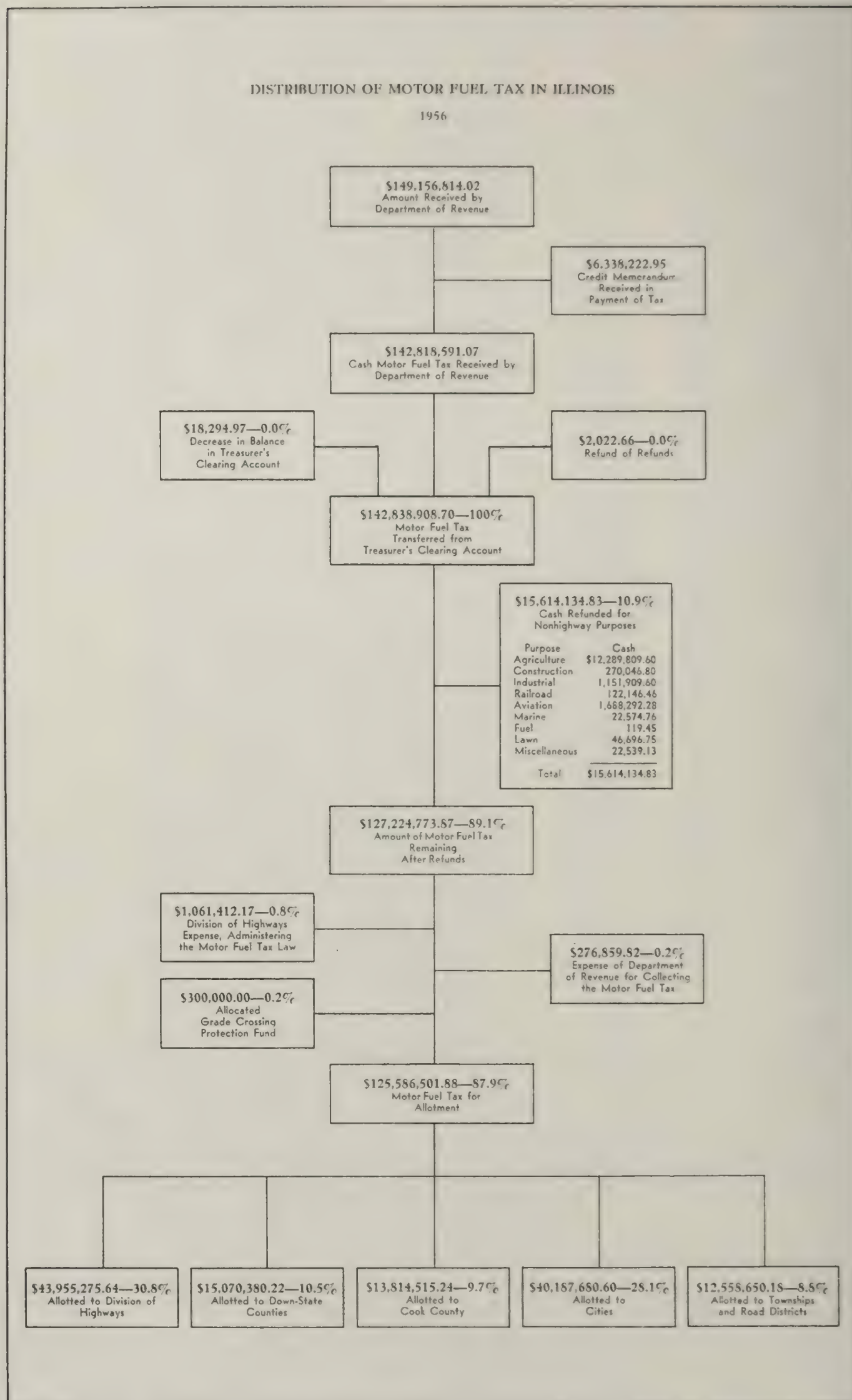


Figure 5.

ratio that their populations bear to the total population of incorporated places in the State. The allotment to the townships and road districts or township districts is divided among them on the basis of road mileage maintained by them.

(c) *Federal Aids.*—Federal funds for highway purposes are received by the State as reimbursement for work done and monies expended on projects covered by project agreements with the Federal Government. Primary Federal aid is allotted to the State for the improvement of roads included in the Federal-aid primary system; secondary Federal aid is available for expenditure on projects located on the Federal-aid secondary system; urban Federal aid is available for expenditure on projects located in urban areas on the Federal-aid primary system or on approved extensions of the Federal-aid secondary system; and interstate Federal aid may be used on projects located on the national system of interstate and defense highways. Projects located on these systems and approved by the Federal Government are financed in equal shares from State and Federal funds with the exception of projects using the interstate allotment, which were changed from 50 per cent Federal participation to 60 per cent Federal participation starting with projects financed with funds made available by the Federal-Aid Highway Act of 1954, and further increased from 60 per cent Federal participation to 90 per cent Federal participation starting with projects financed with funds made available by the Federal-Aid Highway Act of 1956. On Federal-aid secondary projects, the State's share is partially financed by the county in which the project is located. However, the post-war Federal highway acts provide that 10 per cent of the total allotments for construction may be used for elimination of hazards at railroad crossings. Funds used for this purpose are 100 per cent grants and no State matching funds are required.

(d) *General Revenue for Highway Purposes.*—A total of \$288,821.22 was expended for highway purposes from General Revenue Fund appropriations. The breakdown of these expenditures is shown in Table 7.

(e) *Miscellaneous Collections.*—The amount \$7,088,621.34 collected from miscellaneous sources is itemized in Table 7.

Public safety deposits consist of payments by members of the State Highway Police for lost equipment. Reimbursement of expenses include items such as refunds from railroads for costs of grade separation structures; refunds from other states for testing services; funds derived from the sale of junked equipment and sale of plans to contractors; and refunds from other individuals and agencies for construction on State highways performed for the benefit of both parties.

4. STATE AIDS.—(a) *Motor Fuel Tax Funds.*—The State collects the motor fuel tax and apportions a part to the counties, municipalities, and townships. These funds remain in the State Treasury, but are credited to the account of each unit of government as they accrue. When a highway or street project is approved by the

DIVISION OF HIGHWAYS

TABLE 10.—STATUS OF FEDERAL-AID FUNDS, DECEMBER 31, 1956.¹

Fiscal Year	Allotment	Construction Completed and Accepted ²	Obligated by Contract but Not Completed ³	Not Yet Obligated
FEDERAL-AID PRIMARY				
1950	\$ 7,812,450.00	\$ 7,812,450.00		
1951	7,798,916.00	7,798,916.00		
1952	8,573,480.00	8,573,480.00		
1953	8,518,157.00	8,518,157.00		
1954	9,415,818.00	9,415,818.00		
1955	9,485,889.00	1,889,705.31	\$ 7,596,183.69	
1956	12,165,819.00		12,165,819.00	
1957	12,163,280.00		12,163,280.00	
1957 ⁴	2,189,083.00		355,743.75	\$ 1,833,339.25
1958	14,885,768.00			14,885,768.00
Totals	\$93,008,660.00	\$44,008,526.31	\$32,281,026.44	\$16,719,107.25
FEDERAL-AID URBAN				
1950	\$ 8,449,887.00	\$ 8,449,887.00		
1951	8,449,887.00	2,623,275.83	\$ 5,826,611.17	
1952	8,532,279.00		8,532,279.00	
1953	8,466,307.00		8,466,307.00	
1954	9,384,933.00		9,384,933.00	
1955	9,433,309.00		9,433,309.00	
1956	12,098,383.00		12,098,383.00	
1957	12,129,168.00		1,737,314.47	\$10,391,853.53
1957 ⁴	2,198,233.00			2,198,233.00
1958	14,947,982.00			14,947,982.00
Totals	\$94,090,368.00	\$11,073,162.83	\$55,479,136.64	\$27,538,068.53
FEDERAL-AID INTERSTATE				
1954	\$ 963,234.00	\$ 963,234.00		
1955	970,391.00	426,502.91	\$ 523,839.00	\$ 20,049.09
1956	8,105,625.00	2,260,760.21	5,844,864.79	
1957	8,116,903.00		8,080,301.71	36,601.29
1957 ⁴	47,148,832.00		7,776,350.00	39,372,482.00
1958	80,153,014.00			80,153,014.00
Totals	\$145,457,999.00	\$3,650,497.12	\$22,225,355.50	\$119,582,146.38
FEDERAL-AID SECONDARY				
1950	\$ 4,198,769.00	\$ 8,388,578.00		
1951	4,189,809.00			
1952	4,667,413.00	6,835,282.74	\$ 2,467,972.48	\$ 2,777.78
1953	4,638,620.00			
1954	5,124,593.00	2,973,724.80	5,615,408.60	1,701,181.60
1955	5,165,722.00			
1956	6,625,129.00			
1957	6,619,637.00	502,167.89	5,666,052.43	8,265,841.68
1957 ⁴	1,189,296.00			
1958	8,087,214.00	35,526.00	456,138.17	7,595,549.83
Totals	\$50,506,202.00	\$18,735,279.43	\$14,205,571.68	\$17,565,350.89
FOREST HIGHWAYS				
1946-1957 ⁵	\$294,126.74	\$178,897.04		\$115,229.70

¹ Federal funds only.² Refers to acceptance by Federal Bureau of Public Roads.³ Based on contract prices plus 5 to 10 per cent for contingencies.⁴ Includes funds allocated to right-of-way acquisition and to highway planning and research projects.⁵ Additional allotment for fiscal year authorized by Federal-aid Highway Act of 1956.

Includes \$2,025.76 allotted before 1946 but not yet obligated.

Division of Highways the amount needed, or so much as is available in the respective account of the unit of government involved, is disbursed from that unit's funds. Tables 3, 4, and 5 show the balances, allotments, and the amount disbursed for the counties, municipalities, and townships in 1956.

(b) *Other State Aids.*—Occasionally when State highway construction is financed jointly between local governments and the State, the State pays for construction or right-of-way needed and is reimbursed by the county or city involved. The amounts advanced by the State and repaid by counties and cities are given in the following tabulation.

Item	Counties	Cities	Total
Unpaid balances, January 1, 1956-----	\$402, 260.88	\$1, 980, 281.00	\$2, 382, 541.88
Expenditures during 1956 for construction and right-of-way to be repaid by counties and cities-----	478, 912.57	1, 816, 836.00	2, 295, 748.57
	\$881, 173.45	\$3, 797, 117.00	\$4, 678, 290.45
Repayments during 1956-----	467, 593.69	1, 878, 074.61	2, 345, 668.30
Unpaid balances, December 31, 1956-----	\$413, 579.76	\$1, 919, 042.39	\$2, 332, 622.15

5. BOND ISSUES.—Several bond issues are redeemed from motor-user taxes.

(a) *State Highway Bonds.*—The \$60,000,000 highway bond issue (enacted on June 22, 1917 and approved by referendum vote of the people on November 4, 1918) and the \$100,000,000 highway bond issue (enacted on June 29, 1923 and approved by referendum vote of the people on November 4, 1924) are retired from Road Fund revenues. Sales of these bonds occurred in the period 1921 to 1932.

The last of the \$60,000,000 highway bond issue was retired in 1953. The amount outstanding at the end of 1956 on the \$100,000,000 bond issue, as shown in the tabulation below, was \$22,106,000. Table 13 is the payment schedule for retirement of this issue.

(b) *The Relief Bonds.*—An issue of \$20,000,000 authorized in 1932 and another for \$30,000,000 authorized in 1934 were retired from allotments of motor fuel tax to counties and municipalities. The last of the \$20,000,000 relief bond issue was retired in 1950 and the final payment on the \$30,000,000 relief bond issue was made in 1955.

(c) *Expressway Bond Issue.*—House Bill 933 enacted by the Legislature in 1955 authorized counties having a population of 500,000 or more (Cook County) to issue bonds without referendum in the amount of \$245,000,000 for the construction of expressways. The redemption of the bonds was provided for either by a Cook County property tax levy or by State appropriations. The law also provided for establishing an Expressway Bond and Interest Sinking Fund account for deposit of funds made available for retirement of bonds and interest. Under this authorization Cook County issued bonds in the amount of \$40,000,000 to draw interest at the rate of

$2\frac{5}{8}$ per cent dated October 1, 1955. The following table shows the levy schedule and the dates when the principal and interest are due.

Levy Schedule		Year	Payment Schedule		
Principal	Interest		Oct. 1 Principal	April 1 Interest	Oct. 1 Interest
\$2,000,000	\$2,047,500	1955			
2,000,000	945,000	1956	\$2,000,000		\$1,050,000
2,000,000	892,500	1957	2,000,000	\$498,750	498,750
2,000,000	840,000	1958	2,000,000	472,500	472,500
2,000,000	787,500	1959	2,000,000	446,250	446,250
2,000,000	735,000	1960	2,000,000	420,000	420,000
2,000,000	682,500	1961	2,000,000	393,750	393,750
2,000,000	630,000	1962	2,000,000	367,500	367,500
2,000,000	577,500	1963	2,000,000	341,250	341,250
2,000,000	525,000	1964	2,000,000	315,000	315,000
2,000,000	472,500	1965	2,000,000	288,750	288,750
2,000,000	420,000	1966	2,000,000	262,500	262,500
2,000,000	367,500	1967	2,000,000	236,250	236,250
2,000,000	315,000	1968	2,000,000	210,000	210,000
2,000,000	262,500	1969	2,000,000	183,750	183,750
2,000,000	210,000	1970	2,000,000	157,500	157,500
2,000,000	157,500	1971	2,000,000	131,250	131,250
2,000,000	105,000	1972	2,000,000	105,000	105,000
2,000,000	52,500	1973	2,000,000	78,750	78,750
2,000,000		1974	2,000,000	52,500	52,500
		1975	2,000,000	26,250	26,250

Since the purpose of the bond issue is to construct primary highways in Cook County, the State advanced the amount of the 1955 levy (\$4,047,500) in the early part of 1956. This amount was deposited in the sinking fund to be used for retirement of the principal of \$2,000,000 due October 1, 1956 and interest to and including October 1, 1957.

The following tabulation summarizes the status of the bond issues discussed in this section.

Purpose of Issue	Amount Issued	Retired to 12-31-55	Amount Retired During 1956	Bonds Outstanding at 12-31-56
Highways	\$ 60,000,000	\$ 60,000,000		
Highways	100,000,000	71,406,000	\$6,488,000	\$22,106,000
Total Highways	\$160,000,000	\$131,406,000	\$6,488,000	\$22,106,000
Emergency Relief	\$20,000,000	\$20,000,000		
Emergency Relief	30,000,000	30,000,000		
Total Relief	\$50,000,000	\$50,000,000		
Expressway	\$40,000,000		\$2,000,000	\$38,000,000

TABLE 11.—RECEIPTS, EXPENDITURES, AND BALANCES—ALL HIGHWAY FUNDS 1956.¹

Account	Totals All Funds	Road Fund			Total	Motor Fuel Tax Fund					Grade Crossing Protection Fund	General Revenue Fund	
		Division of Highways	Other State Departments	Counties		Division of Highways	Other State Departments	Counties	Cities	Townships and Road Districts		Total	Division of Highways
Balance in Funds—January 1, 1956	\$ 85,003,473.85	\$17,143,956.00	\$ 159,700.00		\$17,303,656.00	\$1,276,411.17	\$227,461.00	\$17,192,443.16	\$17,440,585.17	\$13,420,900.13	\$67,274,817.77	\$125,000.00	
Add—Receipts—1956													
Registration fees	8,000.00	2.40	104,618.07		104,620.47								
Federal aids and grants	3,188,791.38	3,188,791.38			3,188,791.38								
Refunds from counties for Federal secondary construction	3,497,196.25	3,497,196.25			3,497,196.25								
Miscellaneous collections	112,838,908.70	43,701,119.00			43,701,119.00								
Motor fuel tax revenues	288,821.22												
General Fund highway revenues													
Trust Fund advance from Federal Government													
Trust Fund reimbursements by State for fuel and penalties	402,633.71	402,633.71			402,633.71								
Total receipts—1956	\$208,765,780.71	\$148,238,052.05	\$21,046,118.05		\$169,339,170.14	\$1,276,411.17	\$227,461.00	\$28,881,895.46	\$10,187,680.69	\$12,578,650.18	\$48,847,786.15	\$288,821.22	
Total revenues available—1956	\$353,769,254.56	\$165,737,008.15	\$21,205,818.05		\$186,942,826.20	\$2,552,822.34	\$227,688.00	\$46,077,388.62	\$17,618,265.77	\$25,999,550.31	\$104,112,937.11	\$125,000.00	\$288,821.22
Deduct—Expenditures—1956													
DIVISION OF HIGHWAYS:													
Construction of Highways	\$87,693,073.11	\$87,693,073.11			\$87,693,073.11								
1. Construction													
2. Additions and betterments—SBI and FA routes	515,950.83	515,950.83			515,950.83								
3. Additions and betterments—Erection of traffic signals													
4. Additions and betterments—No-passing zones													
5. Construction through municipalities—Special appropriations													
6. City highway and beltline construction	6,616.61	6,616.61			6,616.61								
7. Construction of large bridges—Special appropriations	23,306.60	23,306.60			23,306.60								
8. State-aid reconstruction													
9. Miscellaneous construction—Special appropriations													
10a. Payments to Cook County for expressway construction	1,204,977.59	1,204,977.59			1,204,977.59								
10b. Payments to City of Chicago for expressway construction	2,584,072.70	2,584,072.70			2,584,072.70								
10c. Trust Fund reimbursements by State													
10d. Payments to St. Clair County—Access Roads													
10e. Bond service—Cook County expressway bonds	4,047,500.00	4,047,500.00			4,047,500.00								
Total construction	\$96,075,497.44	\$96,075,497.44			\$96,075,497.44								
Construction of Highway Buildings, Including Land:													
11. Construction of buildings and improvements	\$ 2,052,381.77	\$ 2,052,381.77			\$ 2,052,381.77								
11a. Construction of weighing stations (including mobile units)	10,761.96	10,761.96			10,761.96								
Total construction of buildings	\$ 2,063,143.73	\$ 2,063,143.73			\$ 2,063,143.73								
Overhead Costs:													
12. Administration, engineering, testing and equipment	\$10,109,013.93	\$10,109,013.93			\$10,109,013.93								
13. Administration expense—Motor Fuel Tax Law	1,061,412.17				1,061,412.17						\$ 1,061,412.17		
14. Compensation for damages to private property													
15. Mechanical, engineering, and testing services to other State departments													
16. State-wide highway planning survey	\$12,295.38	\$12,295.38			\$12,295.38								
16a. Administering safety responsibility law	288,821.22												\$288,821.22
16b. Transportation study of Chicago metropolitan area	1,078,203.33	1,078,203.33			1,078,203.33								
Total overhead	\$13,349,746.03	\$11,999,512.64			\$11,999,512.64	\$1,061,412.17					\$1,061,412.17		\$288,821.22
Maintenance Costs:													
17. Maintenance of State highways	\$22,489,533.22	\$22,489,533.22			\$22,489,533.22								
18. Maintenance of city highways and beltlines	446,994.31	446,994.31			446,994.31								
19. Highway traffic control	2,981,794.38	2,981,794.38			2,981,794.38								
20. Maintenance and operation of garages													
Total maintenance	\$25,918,321.91	\$25,918,321.91			\$25,918,321.91								
Policing Costs:													
21. Policing of highways (traffic control)													
22. Construction, maintenance and operation of police radio stations													
Total policing													
Highway Debt Service:													
23. Principal payments on State highway bonds—\$60M and \$100M	\$6,488,000.00		\$6,488,000.00		\$6,488,000.00								
24. Interest payments on State highway bonds—\$60M and \$100M	1,022,520.00		1,022,520.00		1,022,520.00								
24a. Repayment to Federal Government													
Total debt service	\$7,510,520.00		\$7,510,520.00		\$7,510,520.00								
Total highway expenditures—Division of Highways	\$144,917,229.11	\$136,036,479.72	\$7,510,520.00		\$143,566,999.72	\$1,061,412.17					\$1,061,412.17		\$288,821.22
COUNTIES, TOWNSHIPS, AND MUNICIPALITIES: (FUND TRANSFERS AND ADVANCES)													
25. Refunds to counties—State Bond Issue													
26. Refund to counties—See 15d of Road and Bridge Laws													
27. Refund to municipalities													
28. Motor fuel tax allotments paid to counties	\$24,615,474.62							\$24,615,474.62			\$24,615,474.62		
29. Motor fuel tax allotments paid to municipalities	33,249,155.70								\$33,249,155.70		33,249,155.70		
29a. Local highway program funds paid to local units													
29b. Advance to counties for right-of-way purchases—Construction	478,912.57	\$ 478,912.57			\$ 478,912.57								
29c. Advance to municipalities for interstate construction work	1,816,836.00	1,816,836.00			1,816,836.00								
29d. Funds paid to counties for construction of secondary and feeder roads													
29e. Motor fuel tax all allotments paid to counties for townships and road districts	11,185,717.79									\$11,185,717.79	11,185,717.79		
Total disbursements to counties, townships, and municipalities	\$71,346,096.68	\$2,297,748.57			\$2,295,748.57			\$24,615,474.62	\$33,249,155.70	\$11,185,717.79	\$69,050,348.11		
OTHER STATE DEPARTMENTS:													
30. Operation of State Automobile Department—Secretary of State	\$ 4,679,290.41		\$4,679,290.41		\$4,679,290.41								
31. Operation of License Department—Secretary of State	2,883,331.47		2,883,331.47		2,883,331.47								
32. Administration of Motor Fuel Tax Law—Department of Revenue	276,859.82						\$ 276,859.82				\$ 276,859.82		
33. Refund to State for motor fuel—Department of Revenue	15,614,134.83						15,614,134.83				15,614,134.83		
34. Administration of compensation for damages—Department of Transportation													
35. Employer's contribution to Accident and Sickness Fund	97,841.09		97,841.09		97,841.09								
36. Employer's contribution to Unemployment Insurance Fund	79,812.43		79,812.43		79,812.43								
37. Employer's contribution to Department of Public Safety													
38. Employer's contribution to Department of Public Safety			5,473,515.00		5,473,515.00								
39. Auditor of Public Accounts													
40. Operation of The Illinois State Toll Highway Commission													
41. Architectural services—Division of Architecture and Engineering	151,482.35		151,482.35		151,482.35								
42. Operation of Safety Responsibility Department—Secretary of State	171,314.72		171,314.72		171,314.72								
Total expenditures—other State departments	\$39,427,112.70		\$13,536,118.85		\$13,536,118.85		\$1,840,994.67				\$15,387,113.52		
DIVERSIONS:													
39. Allotments paid to City of Chicago for school purposes													
40. Allotments paid to State Common School Fund													
41. Principal and interest on \$20,000,000 Relief Bond Issue													
42. Principal and interest on \$20,000,000 Relief Bond Issue													
Total diversions													
Grand total expenditures	\$245,600,438.49	\$138,352,224.29	\$21,046,638.05		\$159,398,862.34	\$1,061,412.17	\$227,688.00	\$46,077,388.62	\$17,618,265.77	\$25,999,550.31	\$104,112,937.11	\$125,000.00	\$288,821.22
Balance in Funds—December 31, 1956	\$108,078,816.07	\$27,384,783.86	\$159,180.00		\$27,543,963.86	\$1,284,770.64	\$227,688.00	\$46,077,388.62	\$17,618,265.77	\$25,999,550.31	\$104,112,937.11	\$125,000.00	\$288,821.22

¹ The transactions of the State Garage Revolving Fund are not included in this table. They are: opening balance \$418,323.41, receipts \$1,503,738.90, expenditures \$1,497,895.78, transfer

of \$200,000.00 to General Revenue Fund, and closing balance \$124,166.53.

² Includes \$1,911,995.99 representing truck license fees transferred from Protest Fund.³ This amount was paid to Cook County for retiring \$2,000,000 of principal due October 1, 1956 and \$2,047,500 for interest payable in 1956 and 1957 on expressway bonds issued by Cook County.

TABLE 12.—SUMMARY OF EXPENDITURES BY FUNDS FOR THE CALENDAR YEARS 1913-1956.
(EXCLUSIVE OF STATE GARAGE REVOLVING FUND)

Accounts	Total	Road Fund	State Bond Road Fund	General Revenue Fund	Motor Fuel Tax Fund	Trust Fund
DIVISION OF HIGHWAYS:						
Construction of Highways:						
1. Construction	\$1, 124, 279, 778. 64	\$727, 419, 267. 71	\$142, 887, 084. 16	\$ 562, 255. 90	\$248, 741, 445. 41	\$4, 669, 725. 46
2. Additions and betterments—SBI and FA routes	7, 189, 608. 18	6, 597, 642. 85	353, 012. 70		238, 952. 63	
3. Additions and betterments—Erection of traffic signals	318, 692. 25	318, 692. 25				
4. Additions and betterments—No-passing zones	62, 360. 68	62, 360. 68				
5. Construction through municipalities—Special appropriations	1, 170, 422. 62	1, 170, 422. 62				
6. City highway and beltline construction	19, 649, 793. 49	8, 297, 430. 60			11, 352, 362. 89	
7. Construction of large bridges—Special appropriations	1, 388, 401. 26	663, 714. 45		724, 686. 81		
8. State-aid construction	4, 003, 841. 21	4, 003, 841. 21				
9. State-aid reconstruction	1, 738, 721. 69	1, 738, 721. 69				
10. Miscellaneous construction—Special appropriations	1, 508, 821. 89	205, 478. 85		1, 303, 343. 04		
10a. Payments to Cook County for expressway construction	21, 667, 896. 91	21, 667, 896. 91				
10b. Payments to City of Chicago for expressway construction	11, 959, 681. 02	11, 959, 681. 02				
10c. Trust Fund reimbursement by State	586, 173. 10	586, 173. 10				
10d. Payments to St. Clair County—Access Roads	119, 033. 07	119, 033. 07				
10e. Bond service—Cook County expressway bonds	4, 047, 500. 00	4, 047, 500. 00				
Total construction	\$1, 199, 690, 726. 01	\$788, 857, 857. 01	\$143, 240, 096. 86	\$2, 590, 285. 75	\$260, 332, 760. 93	\$4, 669, 725. 46
Construction of Highway Buildings, including Land:						
11. Construction of buildings and improvements	\$8, 016, 906. 78	\$8, 016, 906. 78				
11a. Construction of weighing stations (including mobile units)	1, 117, 452. 23	1, 117, 452. 23				
Total construction of buildings	\$9, 134, 359. 01	\$9, 134, 359. 01				
Overhead Costs:						
12. Administration, engineering, testing and equipment	\$132, 738, 544. 18	\$120, 590, 565. 86	\$11, 208, 711. 74	\$ 939, 266. 58		
13. Administration expense—Motor Fuel Tax Law	11, 137, 092. 85				\$11, 137, 092. 85	
14. Compensation for damages to private property	8, 483. 75	8, 483. 75				
15. Mechanical, engineering, and testing services to other State departments	18, 294. 14			18, 294. 14		
16. State-wide highway planning survey	7, 635, 098. 92	7, 635, 098. 92				
16a. Administering safety responsibility law	3, 199, 961. 89	267, 642. 11		2, 932, 319. 78		
16b. Transportation study of Chicago metropolitan area	1, 094, 514. 60	1, 094, 514. 60				
Total overhead	\$155, 831, 990. 33	\$129, 596, 305. 24	\$11, 208, 711. 74	\$3, 889, 880. 50	\$11, 137, 092. 85	
Maintenance Costs:						
17. Maintenance of State highways	\$279, 210, 229. 54	\$270, 195, 909. 85		\$14, 319. 69		
18. Maintenance of city highways and beltlines	11, 046, 066. 63	3, 611, 297. 75			\$7, 434, 768. 88	
19. Highway traffic control and safety	20, 987, 434. 30	20, 987, 434. 30				
20. Maintenance and operation of garages	14, 283, 048. 90	3, 109, 199. 15			1, 173, 849. 75	
Total maintenance	\$315, 526, 779. 37	\$306, 903, 841. 05		\$14, 319. 69	\$8, 608, 618. 63	
Policing Costs:						
21. Policing of highways	\$14, 089, 773. 28	\$14, 089, 773. 28				
22. Construction, maintenance and operation of police radio stations	1, 183, 980. 79	1, 183, 980. 79				
Total policing	\$15, 273, 754. 07	\$15, 273, 754. 07				

Highway Debt Service:

23. Principal payments on State highway bonds--\$60M & \$100M
24. Interest payments on State highway bonds--\$60M & \$100M
24a. Repayment to Federal Government

Total debt service

Total expenditures--Division of Highways

COUNTIES, TOWNSHIPS, AND MUNICIPALITIES: (FUND TRANSFERS AND ADVANCES)

25. Refunds to counties--State Bond Issue
26. Refunds to counties--Sec. 15d of Road and Bridge Laws
27. Refunds to municipalities
28. Motor fuel tax allotments paid to counties
29. Motor fuel tax allotments paid to municipalities
29a. Flood damage repair funds paid to local units
29b. Advanced to counties for right-of-way purchases and construction
29c. Advanced to municipalities to facilitate construction work
29d. Funds paid to counties for construction of secondary and feeder roads
29e. Motor fuel tax allotments paid to counties for townships and road districts

Total disbursements to counties, townships, and municipalities

OTHER STATE DEPARTMENTS:

30. Operation of State Automobile Department--Secretary of State
31. Operators' License Department--Secretary of State
32. Administration of Motor Fuel Tax Law--Dept. of Revenue
33. Refunds on nontaxable motor fuel--Dept. of Revenue
34. Administration of compensation for damages--Dept. of Finance
35. Employees' compensation--Auditor of Public Accounts
36. Treatment expense of injured employees--Dept. of Finance
37. Highway printing and postage--Dept. of Finance and Dept. of Revenue
38. Policing of highways--Dept. of Public Safety
38a. Court of Claims--Auditor of Public Accounts
38b. Operation of the Illinois State Toll Highway Commission
38c. Architectural Services--Division of Architecture and Engineering
38d. Operation of Safety Responsibility Department--Secretary of State

Total expenditures--other State departments

DIVERSIONS:

39. Allotments paid to City of Chicago for school purposes
40. Allotments paid to State Common School Fund
41. Principal and interest on \$20,000,000 Relief Bond Issue
42. Principal and interest on \$30,000,000 Relief Bond Issue
43. Emergency relief paid to counties

Total diversions

Grand total expenditures

¹ Includes \$250,000.00 transferred from the Road Fund to the Garage Revolving Fund for the purchase of garage equipment.

DIVISION OF HIGHWAYS

TABLE 13.—SCHEDULE OF PRINCIPAL AND INTEREST PAYMENTS FOR THE \$100,000,000 STATE HIGHWAY BONDS.

Year in which Principal is to be Retired	Principal \$100,000,000 Bonds to be Retired March 1st Each Year	Principal \$100,000,000 Bonds to be Retired May 1st Each Year	Total \$100,000,000 Bonds to be Retired Each Year	Interest on \$100,000,000 Bonds to be Paid March 1st Each Year	Interest on \$100,000,000 Bonds to be Paid May 1st Each Year	Interest on \$100,000,000 Bonds to be Paid Sept. 1st Each Year	Interest on \$100,000,000 Bonds to be Paid Nov. 1st Each Year	Total Interest on \$100,000,000 Bond Issue to be Paid Each Year	Total Principal and Interest Payments to be Paid Each Year
1925	-----	-----	-----	-----	\$ 53,333.33	\$400,000.00	\$ 80,000.00	\$ 533,333.33	\$ 533,333.33
1926	-----	-----	-----	\$ 400,000.00	130,000.00	400,000.00	180,000.00	1,110,000.00	1,110,000.00
1927	-----	-----	-----	400,000.00	180,000.00	400,000.00	320,000.00	1,300,000.00	1,300,000.00
1928	-----	-----	-----	400,000.00	420,000.00	486,666.67	620,000.00	1,926,666.67	1,926,666.67
1929	-----	-----	-----	660,000.00	880,000.00	760,000.00	953,333.33	3,253,333.33	3,253,333.33
1930	-----	-----	-----	860,000.00	1,100,000.00	860,000.00	1,100,000.00	3,920,000.00	3,920,000.00
1931	-----	-----	-----	860,000.00	1,100,000.00	860,000.00	1,100,000.00	3,920,000.00	3,920,000.00
1932	-----	-----	-----	860,000.00	1,100,000.00	860,000.00	1,090,000.00	3,910,000.00	4,410,000.00
1933	-----	-----	-----	860,000.00	1,130,000.00	860,000.00	1,120,000.00	3,970,000.00	4,470,000.00
1934	-----	-----	-----	860,000.00	1,120,000.00	860,000.00	1,110,000.00	3,950,000.00	4,450,000.00
1935	-----	-----	-----	860,000.00	1,110,000.00	860,000.00	1,100,000.00	3,930,000.00	4,430,000.00
1936	-----	-----	-----	860,000.00	1,100,000.00	860,000.00	1,090,000.00	3,910,000.00	4,410,000.00
1937	-----	-----	-----	860,000.00	1,090,000.00	860,000.00	1,080,000.00	3,890,000.00	4,390,000.00
1938	-----	-----	-----	860,000.00	1,080,000.00	860,000.00	1,070,000.00	3,870,000.00	4,370,000.00
1939	-----	-----	-----	860,000.00	1,070,000.00	860,000.00	1,060,000.00	3,850,000.00	4,350,000.00
1940	-----	-----	-----	860,000.00	1,060,000.00	860,000.00	1,060,000.00	3,840,000.00	4,340,000.00
1941	-----	-----	-----	860,000.00	1,060,000.00	860,000.00	1,060,000.00	3,840,000.00	4,340,000.00
1942	-----	-----	-----	860,000.00	1,060,000.00	860,000.00	1,060,000.00	3,840,000.00	4,340,000.00
1943	-----	-----	-----	860,000.00	1,060,000.00	860,000.00	1,060,000.00	3,840,000.00	4,340,000.00
1944	-----	-----	-----	860,000.00	1,060,000.00	860,000.00	1,060,000.00	3,840,000.00	4,340,000.00
1945	\$2,500,000.00	3,500,000.00	6,000,000.00	860,000.00	1,060,000.00	810,000.00	990,000.00	3,720,000.00	9,720,000.00
1946	2,500,000.00	3,500,000.00	6,000,000.00	810,000.00	990,000.00	760,000.00	920,000.00	3,480,000.00	9,480,000.00
1947	2,500,000.00	3,500,000.00	6,000,000.00	760,000.00	920,000.00	710,000.00	850,000.00	3,240,000.00	9,240,000.00
1948	2,500,000.00	3,500,000.00	6,000,000.00	710,000.00	850,000.00	660,000.00	780,000.00	3,000,000.00	9,000,000.00
1949	3,000,000.00	3,000,000.00	6,000,000.00	660,000.00	780,000.00	600,000.00	720,000.00	2,760,000.00	8,760,000.00
1950	3,000,000.00	3,000,000.00	6,000,000.00	600,000.00	720,000.00	540,000.00	660,000.00	2,520,000.00	8,520,000.00
1951	3,000,000.00	3,000,000.00	6,000,000.00	540,000.00	660,000.00	480,000.00	600,000.00	2,280,000.00	8,280,000.00
1952	3,000,000.00	3,000,000.00	6,000,000.00	480,000.00	600,000.00	420,000.00	540,000.00	2,040,000.00	8,040,000.00
1953	3,000,000.00	3,500,000.00	6,500,000.00	420,000.00	540,000.00	360,000.00	470,000.00	1,790,000.00	8,290,000.00
1954	3,000,000.00	3,500,000.00	6,500,000.00	360,000.00	470,000.00	300,000.00	400,000.00	1,530,000.00	8,030,000.00
1955	2,500,000.00	4,000,000.00	6,500,000.00	300,000.00	400,000.00	250,000.00	320,000.00	1,270,000.00	7,770,000.00
1956	2,500,000.00	4,000,000.00	6,500,000.00	250,000.00	320,000.00	200,000.00	240,000.00	1,010,000.00	7,510,000.00
1957	3,500,000.00	4,000,000.00	7,500,000.00	200,000.00	240,000.00	130,000.00	160,000.00	730,000.00	8,230,000.00
1958	3,500,000.00	4,000,000.00	7,500,000.00	130,000.00	160,000.00	60,000.00	80,000.00	430,000.00	7,930,000.00
1959	3,000,000.00	4,000,000.00	7,000,000.00	60,000.00	80,000.00	-----	-----	140,000.00	7,140,000.00
Total	\$43,000,000.00	\$57,000,000.00	\$100,000,000.00	\$21,900,000.00	\$26,753,333.33	\$21,626,666.67	\$26,103,333.33	\$96,383,333.33	\$196,383,333.33

III. DESIGN

1. GENERAL.—The location and design of State highways, acquisition of right-of-way, execution of State and Federal programs, and awarding of contracts for the Division of Highways are performed by the Bureau of Design. To accomplish this work the Bureau is divided into four sections: (1) The Location and Right-of-Way Section, (2) The Road Plans and Contracts Section, (3) The Bridge and Traffic Structures Section, and (4) The Aerial Surveys Section. Through these four sections and through the counterpart of the Bureau in each district office, the Bureau of Design performs all phases of State highway and structure design in the State. Further details concerning the operation of the Bureau are given on pages 25 and 26 of the 1951 Annual Report.

2. 1956 DESIGN PROGRAM.—The total of highway contracts awarded directly by the State during 1956 was \$86,916,089.65. This is an increase of 8 per cent over the preceding year. Of the total of 1956 awards, \$70,503,453.45, or 81 per cent, was for primary highway improvements and \$16,412,636.20, or 19 per cent, was for secondary road improvements.

Twelve contract lettings were held at which a total of 2,224 bids were submitted on 528 individual projects. Contracts were awarded on 521 of these projects; bids were rejected and not re-invited by the end of the year on 6 projects; and bids were pending at the close of the year on 1 project. In addition, 69 awards were made to the State day labor organization and 5 to county day labor forces, and 39 railroad grade crossing protective installations or other crossing improvements were awarded to the respective railroad companies. This is a total of 634 projects placed under construction during the year.

The passage and approval of the Federal-aid Highway Act of 1956, among other things authorizing huge allotments of Federal funds, on a 90 per cent Federal participation basis, over the next 13 years for construction of the National System of Interstate and Defense Highways, materially accelerated award of contracts for interstate highway projects during the latter half of 1956.

3. PRIMARY HIGHWAY CONTRACTS.—The contracts awarded during 1956 for improvement of State bond issue and Federal-aid primary systems provided for the following:

SURFACING:

27.89 miles portland cement concrete pavement, divided 4-lane.....	\$10,770,293.85
2.79 miles heavy-duty bituminous surface on flexible base, divided 4-lane....	628,209.03
15.80 miles portland cement concrete pavement, converting 2-lane to divided 4-lane pavement	3,222,314.01
29.81 miles portland cement concrete pavement, 2-lane.....	4,308,761.64
55.56 miles urban pavements of various types and widths, including widening and resurfacing	9,797,060.00
120.38 miles pavement lane widening preparatory to bituminous surfacing.....	6,381,076.47
259.56 miles bituminous surfacing of rigid-type pavement, continuous.....	7,096,535.86
151.77 miles bituminous surfacing of rigid-type pavement, intermittent.....	2,589,763.54
Concrete patching of existing pavement	620,188.56
46.58 miles bituminous surface treatment on existing flexible base.....	1,925,463.59
28.92 miles seal coats on existing bituminous surface	48,866.23
Total surfacing	\$47,388,532.78

GRADING:

32.09 miles roadway grading	\$ 2,699,563.41
23.73 miles shoulder widening	332,253.62
Ditch excavation	35,669.35
Total grading	\$ 3,067,486.38

STRUCTURES:

29 bridges and 6 culverts	\$ 4,807,083.09
46 widening or replacing narrow bridges	2,468,678.24
Structural steel erection for Illinois River bridge at Peoria.....	1,108,845.50
Structural steel fabrication for Illinois River bridge at Peru.....	1,084,514.97
27 bridges improved or repaired	258,666.20
14 railroad grade separation structures	3,638,822.41
18 highway grade separation structures	2,644,600.12
Total structures	\$16,011,210.53

MISCELLANEOUS:

56 traffic control signal installations	\$ 586,759.60
2 highway lighting installations	22,857.75
1,466 buildings to be removed	700,001.30
26.02 miles landscaping	260,887.17
Intersection improvements	235,910.68
Gravel or crushed-stone shoulders.....	41,732.50
Guardfence reconstruction	250,940.50
Bituminous underseal of pavement	194,939.50
3.43 miles storm sewers and drainage improvements.....	907,202.90
36 railroad grade crossing automatic protective installations.....	714,053.80
3 improvements of railroad grade crossings proper.....	3,873.00
Other	117,065.06
Total miscellaneous	\$ 4,036,223.76
Total all work, primary system.....	\$70,503,453.45

Details of primary highway contracts awarded are shown in Table 18. A summary of primary highway contracts awarded, by years, is given in Table 14.

Two contracts awarded in 1956 provided for widening and surfacing with bituminous concrete the existing pavement on SBI Route 10 (Ill. 105) from Monticello to south of Bement in Piatt County, at a price of \$777,272.24. While SBI 10 is part of the State primary system by virtue of the fact that it is a State bond issue route, the section referred to is also a Federal-aid secondary route and the improvement described is to be financed with Federal-aid secondary funds and matching State funds. Because a State primary route is involved, these contracts have been included in the above list, and in

TABLE 14.—SUMMARY OF CONTRACTS AWARDED FOR PRIMARY HIGHWAYS BY YEARS, 1918-1956.

Year	Rigid-Type Pavement ¹		Bituminous Surface on Gravel or Stone Base ²		Gravel or Crushed Stone		Grading ³		Structures ⁴		Miscellaneous Items ⁵	Total Cost
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	Cost	Cost
1918	8.36	\$ 201,619.40					36.52	\$ 715,713.18	27	\$ 120,401.77		\$ 201,619.40
1919	444.95	14,701,053.23					135.96	2,086,198.59	98	1,437,432.87		15,537,168.18
1920	47.57	1,935,592.30					270.71	1,801,712.36	145	1,488,289.34		5,459,223.76
1921	652.47	18,575,283.31					138.03	803,059.87	83	901,884.69		21,865,285.01
1922	472.05	12,634,976.80					278.75	2,779,339.04	226	2,934,653.06		14,339,921.36
1923	868.73	23,123,159.60					163.93	2,013,223.70	84	1,070,387.21		28,837,151.70
1924	503.54	13,597,135.32					143.78	1,330,186.60	135	2,607,739.92		16,680,746.23
1925	904.15	23,952,748.88					41.25	529,489.19	62	2,357,421.08		27,890,675.40
1926	401.18	10,916,677.63					143.26	2,010,988.09	184	2,108,958.81		13,803,587.90
1927	629.77	18,359,435.41					351.46	4,872,155.40	381	5,324,487.17		22,479,382.31
1928	1,274.23	37,530,229.51					64.41	823,728.99	62	888,038.03		47,726,872.08
1929	191.75	5,449,982.88					152.05	2,162,973.57	136	2,692,560.27		7,161,749.90
1930	943.18	24,361,360.36					169.04	1,932,957.25	138	3,243,492.85		29,216,894.20
1931	851.65	20,674,468.63					190.02	1,895,751.32	169	3,525,399.65		25,850,918.73
1932	966.31	21,653,238.74					42.47	643,000.10	73	1,979,479.13		27,074,389.71
1933	318.35	10,668,618.73					105.63	1,597,610.65	129	4,717,863.41		13,364,542.78
1934	327.29	12,109,016.10					117.80	2,342,939.73	86	3,494,429.76		18,479,690.43
1935	188.30	9,422,414.96					130.82	2,618,921.15	128	7,113,311.90		15,407,763.95
1936	195.78	10,904,152.33					146.13	2,146,642.80	97	3,331,017.45		21,263,614.05
1937	159.82	7,618,065.49					74.27	1,316,976.05	70	3,907,178.43		14,040,873.34
1938	194.08	9,879,465.49					68.37	1,468,430.66	67	3,185,949.08		16,327,494.65
1939	169.37	9,722,071.99					88.02	1,801,582.16	38	2,088,929.55		15,788,191.75
1940	178.14	7,531,631.24					12.67	249,932.21	36	3,143,428.81		13,248,281.61
1941	112.84	7,287,661.71					12.26	725,263.53	20	713,813.53		11,653,191.55
1942	278.75	15,546,937.21					1.15	134,035.24	5	309,888.59		17,153,144.78
1943	149.05	9,684,627.25					1.75	320,495.87	14	429,325.66		10,534,453.99
1944	215.00	9,003,166.62						527,017.84	22	1,329,042.96		10,167,371.90
1945	207.83	9,494,309.89						274,695.67	29	2,788,282.15		11,952,597.58
1946	180.28	8,937,963.46						1,448,207.65	42	3,791,027.50		13,276,360.68
1947	332.65	16,991,253.50					11.83	3,694,321.53	28	4,392,732.87		23,447,490.20
1948	130.21	10,690,263.73					43.77	409,674.12	33	4,392,104.94		20,808,088.13
1949	269.81	20,484,006.43					2.82	211,710.37	17	2,122,684.34		26,672,209.20
1950	166.99	10,541,566.55					0.76	524,194.94	66	5,720,996.03		13,722,834.53
1951	578.53	32,589,431.82					9.60	1,187,178.24	79	9,938,257.23		40,439,677.10
1952	1,081.51	61,872,623.68					4.32	923,073.23	110	13,108,725.63		77,518,939.33
1953	446.05	30,654,204.85					3.43	1,151,936.22	138	15,689,551.99		46,464,174.03
1954	717.64	43,156,714.64					2.11	788,734.45	85	16,011,210.53		62,977,261.01
1955	416.70	43,493,537.82					0.68	3,067,486.38	108			64,299,508.72
1956	540.39	44,785,993.93					32.09					70,503,453.45
Total	16,715.25	\$700,739,661.42	647.34	\$12,166,462.96	351.41	\$5,151,762.94	3,191.92	\$55,331,537.94	3,450	\$160,265,821.89	\$19,984,547.46	\$853,636,794.61

¹ Mileages include bituminous surfacing of existing pavements but not seal coats on existing bituminous surfaces, pavement patching, or pavement lane widening.

Costs include all four of these items.

² Costs include seal coats on existing bituminous surfaces but mileages do not.³ Consists only of grading contracts awarded separately from surfacing.⁴ Consists only of structure contracts awarded separately from surfacing or grading. Includes bridges, grade separation structures, and special structures.⁵ Includes such items as railroad grade crossing protection, landscaping, traffic control signals, highway lighting, sidewalks, etc.

TABLE 15.—SUMMARY OF CONTRACTS AWARDED FOR SECONDARY ROADS BY YEARS, 1933-1956.

Year	Rigid-Type Pavement ¹		Bituminous Surface on Gravel or Stone Base ²		Gravel or Crushed Stone ³		Grading ⁴		Structures ⁵		Miscellaneous Items ⁶		Total Cost
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	Cost	Cost	
1933-----	4.05	\$ 109,814.99	2.53	\$ 15,283.98	157.31	\$1,121,842.68	42.55	\$ 336,293.94	13	\$ 233,486.60	-----	-----	\$ 1,480,428.25
1934-----	43.41	1,365,529.00	16.54	253,570.69	147.45	1,304,248.06	48.54	469,461.04	49	767,264.97	-----	-----	4,026,906.66
1935-----	21.79	808,859.36	21.81	67,941.36	88.64	1,089,252.66	209.14	1,769,646.24	30	576,900.12	-----	-----	3,012,414.54
1936-----	5.64	753,587.58	91.52	322,639.62	109.36	907,648.89	1.99	44,773.97	70	2,046,307.51	-----	-----	5,799,829.84
1937-----	-----	-----	70.58	142,362.98	84.89	608,768.70	59.15	469,167.52	8	248,562.28	-----	-----	1,101,467.93
1938-----	9.32	456,627.92	67.05	392,145.57	113.19	1,124,998.28	25.02	244,383.12	28	650,025.92	-----	-----	3,092,965.21
1939-----	2.93	486,910.70	84.01	459,352.31	73.11	872,796.85	31.00	287,424.34	30	562,173.14	-----	-----	2,758,537.56
1940-----	19.36	724,646.94	64.56	209,125.57	49.27	773,106.44	43.78	473,393.69	23	743,463.71	-----	-----	2,873,560.20
1941-----	7.87	434,143.75	-----	31,366.31	32.08	525,423.25	4.72	84,471.98	7	231,517.35	-----	-----	1,777,788.40
1942-----	15.33	665,539.83	19.05	304,693.94	34.92	504,728.15	0.56	20,836.65	3	80,624.81	-----	-----	1,660,731.01
1943-----	19.38	747,741.33	16.26	168,227.47	22.22	325,247.73	0.78	18,937.50	5	201,148.68	-----	-----	1,476,696.66
1944-----	22.81	805,464.67	22.94	292,709.39	21.51	291,343.64	-----	36,618.98	-----	7,603.00	-----	-----	1,424,608.20
1945-----	16.55	578,905.81	-----	170,536.87	14.09	232,012.25	3.71	154,579.46	-----	-----	-----	-----	1,027,506.17
1946-----	15.71	495,613.35	14.87	221,237.37	17.95	412,884.21	27.50	435,855.38	10	415,441.03	-----	-----	1,727,486.00
1947-----	57.78	2,411,603.43	161.67	2,813,024.80	153.68	3,222,092.24	22.84	594,337.16	17	715,187.68	-----	-----	9,633,209.53
1948-----	8.45	852,921.76	145.05	3,596,940.14	175.44	4,081,884.47	12.63	192,778.93	22	2,105,393.44	-----	-----	11,290,848.73
1949-----	17.93	710,587.67	86.54	1,511,091.90	29.07	710,902.70	11.62	176,226.21	12	537,534.52	-----	-----	3,785,054.36
1950-----	6.30	286,456.04	97.83	1,561,673.09	94.17	1,369,801.02	10.62	564,539.68	11	577,441.31	-----	-----	4,130,080.77
1951-----	19.69	951,849.88	81.35	1,597,737.83	51.06	1,058,978.27	18.83	285,781.22	13	689,815.02	-----	-----	4,932,563.31
1952-----	38.30	1,834,170.46	220.83	4,488,003.27	87.25	1,983,171.76	20.08	360,152.21	20	1,204,636.23	-----	-----	10,059,145.15
1953-----	56.07	2,601,049.28	285.77	7,326,834.26	142.37	3,241,836.72	11.90	137,890.39	31	1,422,198.32	-----	-----	15,182,497.47
1954-----	9.35	497,045.51	215.02	4,342,166.56	91.15	1,731,106.45	26.96	456,048.21	22	979,771.87	-----	-----	8,003,639.76
1955-----	64.59	2,753,059.21	344.70	6,927,467.78	146.23	2,479,224.75	7.34	216,814.92	59	3,149,576.80	-----	-----	16,227,023.66
1956-----	56.75	2,763,053.01	306.54	7,526,801.50	148.85	3,462,362.01	-----	-----	32	2,013,524.71	-----	-----	16,412,636.20
Total-----	539.36	\$24,095,181.48	2,437.02	\$44,742,934.56	2,085.26	\$33,495,662.18	641.26	\$7,830,412.74	515	\$20,159,599.02	-----	-----	\$132,900,625.57

NOTE: This table includes the following work not located on the Federal-aid secondary system:

- (a) Certain secondary roads constructed with Federal-aid prior to establishment of Federal secondary system.
- (b) State construction on State-aid roads.
- (c) Roads serving State parks or institutions.
- (d) Contracts for certain access roads not located on either primary or secondary system, and to be financed entirely with Federal funds authorized by the Defense Highway Act of 1941.
- (e) Federal forest highways.

- ¹ Mileages include bituminous surfacing of existing pavements but not seal coats on existing bituminous surfaces or pavement patching. Costs include all three of these items.
- ² Costs include seal coats on existing bituminous surfaces and base repairs but mileages do not.
- ³ Includes mileages and costs of shale and of soil-cement surfaced roads.
- ⁴ Consists only of grading contracts awarded separately from surfacing. Includes cost but not mileage of oil earth surfaces on previously graded roads.
- ⁵ Consists only of structure contracts awarded separately from surfacing or grading. Includes bridges, grade separation structures, and special structures.
- ⁶ Includes such items as railroad grade crossing protection, landscaping, highway lighting, sidewalks, etc.

Tables 14, and 18. However, because Federal-aid secondary financing is being utilized, it has also been included in the tabulation of Federal-aid secondary contracts in Table 51 of Section X.

4. SECONDARY ROAD CONTRACTS.—The secondary road contracts awarded directly by the State during 1956 provided for the following improvements:

SURFACING:

10.32 miles portland cement concrete pavement, 2-lane.....	\$ 1,197,992.82
0.90 miles urban pavements of various types and widths, including widening and resurfacing	160,837.09
13.30 miles pavement lane widening preparatory to bituminous surfacing.....	212,145.21
43.38 miles bituminous surfacing of rigid-type pavement, continuous.....	1,111,859.84
2.15 miles bituminous surfacing of rigid-type pavement, intermittent.....	60,701.45
Concrete patching of existing pavement.....	19,516.60
201.15 miles flexible base with bituminous surface.....	6,652,237.49
105.39 miles bituminous surface on existing flexible base.....	840,621.85
37.82 miles seal coats on existing bituminous surface.....	33,942.16
148.85 miles gravel or crushed-stone surface	3,462,362.01
Total surfacing	\$13,752,216.52

GRADING:

7.34 miles roadway grading	\$ 104,121.32
Shoulder widening and ditch restoration	112,693.60
Total grading	\$ 216,814.92

STRUCTURES:

31 bridges and 7 culverts	\$ 1,924,634.31
9 bridges improved or repaired	79,036.70
1 new deck on railroad grade separation structure.....	9,853.70
Total structures	\$ 2,013,524.71

MISCELLANEOUS:

15.25 miles shoulder improvements	\$ 105,272.29
12 traffic control signal installations	130,190.25
14 railroad grade crossing automatic protective installations.....	187,875.56
Other	6,741.95
Total miscellaneous	\$ 430,080.05
Total all work, secondary system	\$16,412,636.20

Federal-aid secondary contracts accounted for \$14,758,462.49 of the improvements listed above, which are exclusive of the \$777,272.24 awarded for improvement of SBI 10 in Piatt County referred to on page 26. The Federal-aid secondary contracts are tabulated in detail in Table 51, of Section X. The secondary road contracts in which no Federal-aid secondary funds are involved are included in Table 18 of this section. A summary of secondary road contracts awarded by years, including Federal-aid secondary work except the above-mentioned Piatt County contracts, is given in Table 15.

5. FEDERAL-AID PROGRAM.—Of the total primary highway contracts awarded during 1956, \$25,193,650.75, or 36 per cent, will be financed by Federal-aid primary funds and matching State funds; \$15,087,011.01, or 21 per cent, will be financed by Federal-aid urban funds and matching State or municipal funds; \$16,856,678.64, or 24 per cent, will be financed by Federal-aid interstate and matching State funds; and \$777,272.24, or 1 per cent, will be financed with Federal-aid secondary and matching State funds. The remaining primary contracts consisting of 18 per cent were for projects where no Federal-aid was involved.

TYPICAL CROSS SECTIONS IN USE DURING 1956

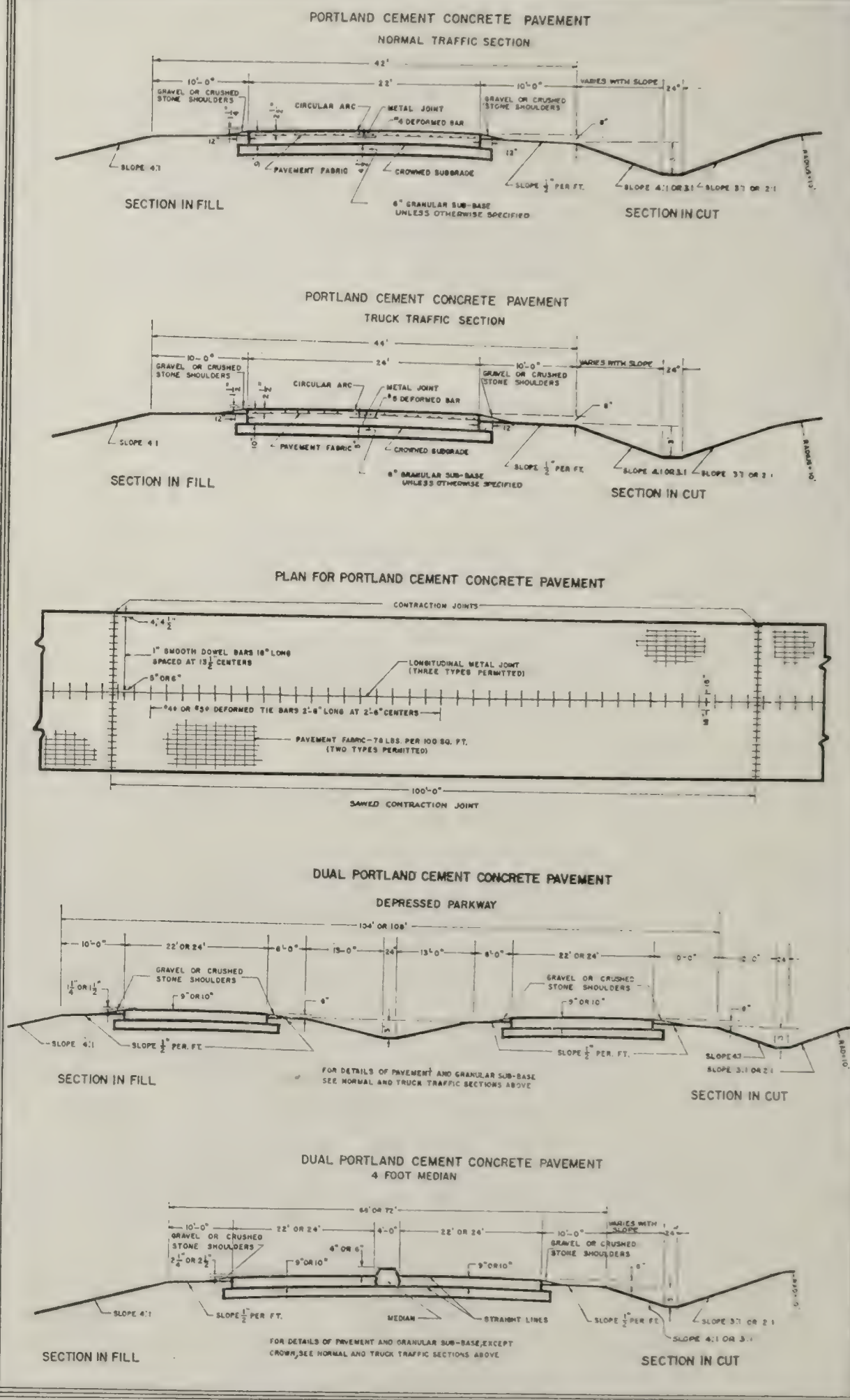


Figure 6.

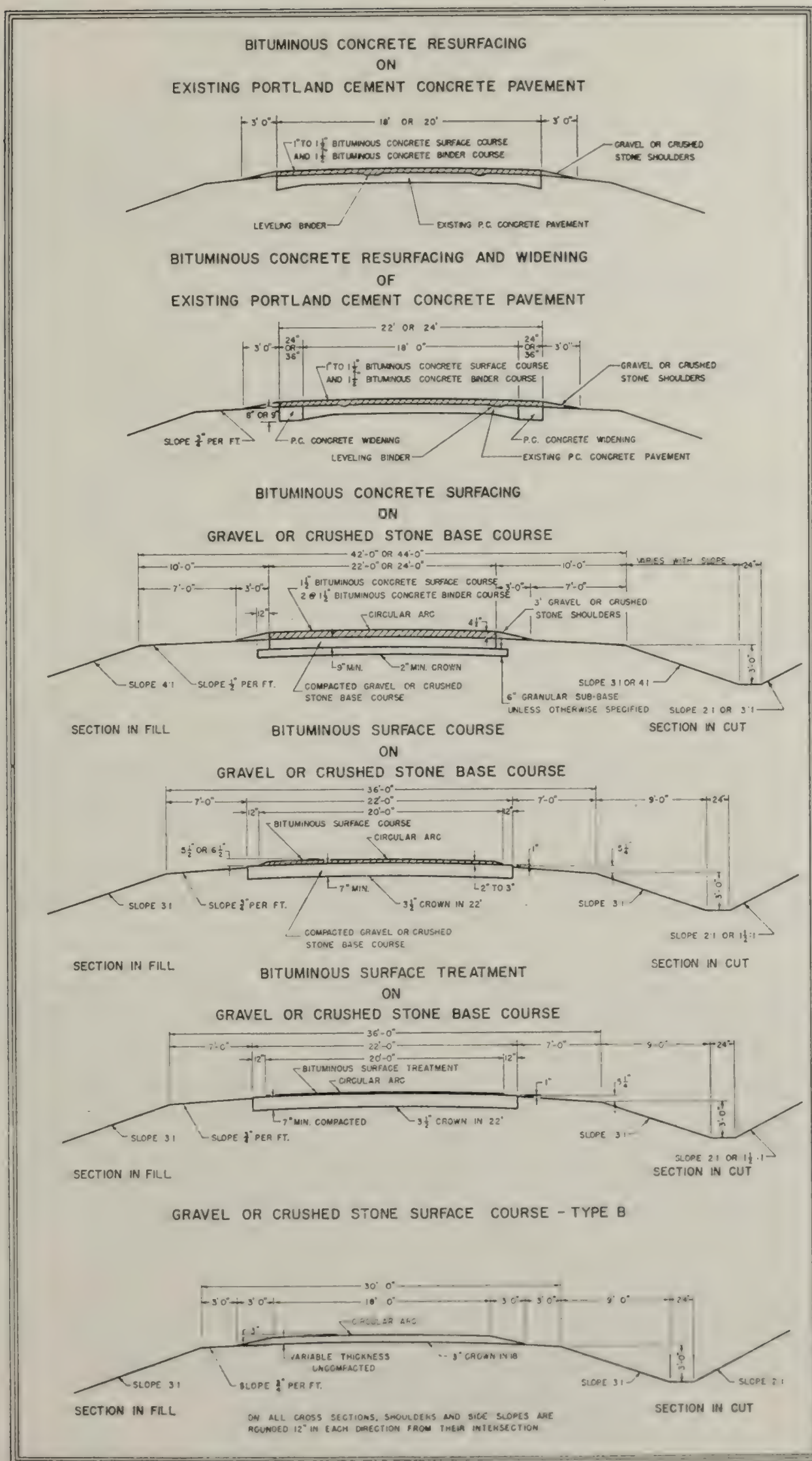


Figure 6.—Concluded.

GRAPHS SHOWING UNIT PRICE RANGE ON PRINCIPAL ITEMS
IN HIGHWAY CONSTRUCTION 1919 - 1956

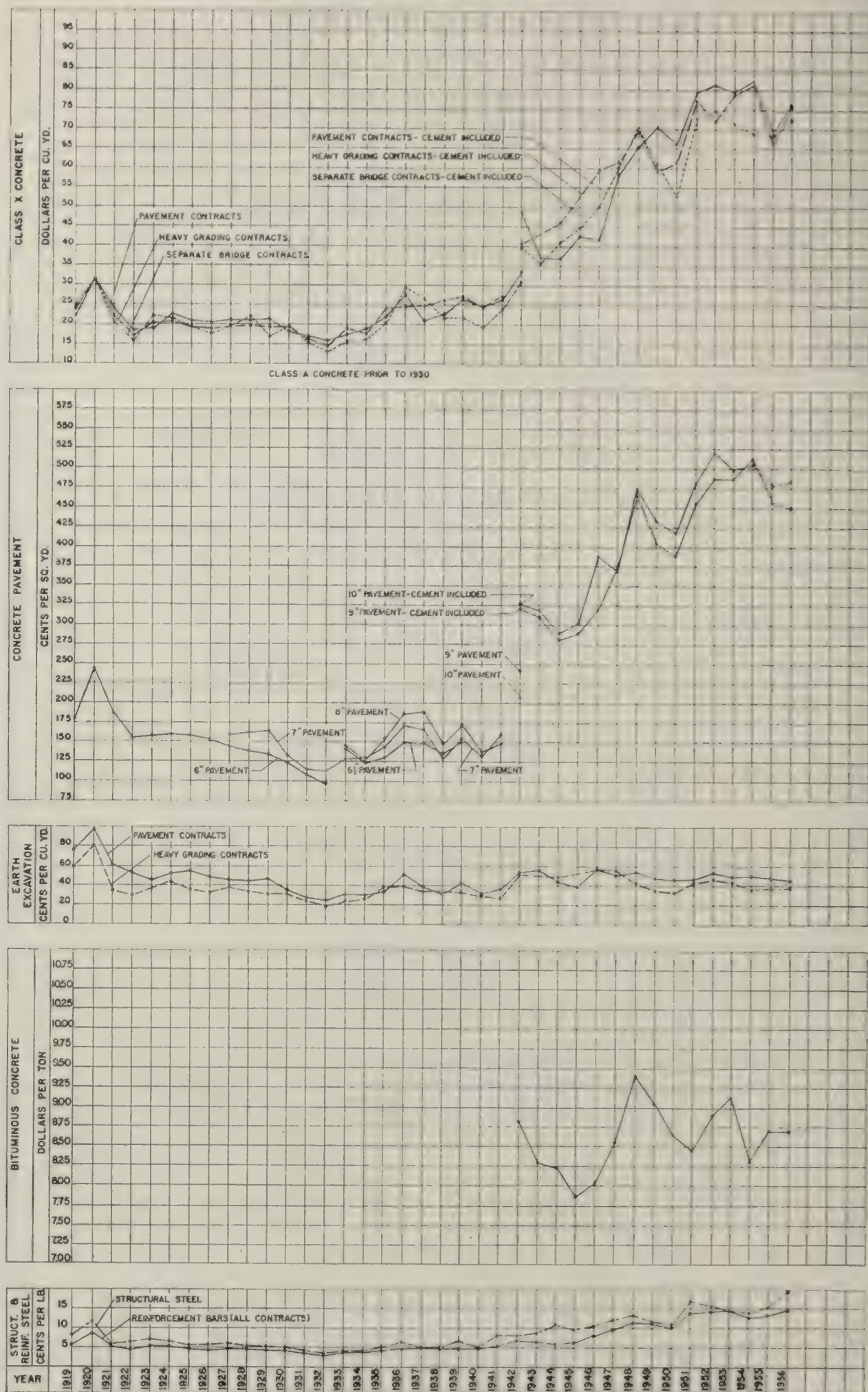


Figure 7.

The status of the allotments under the several Federal-aid programs is shown in Table 10 of Section II.

6. NON-FEDERAL PROGRAM.—Contracts awarded during 1956 to be financed entirely with State funds totaled \$14,243,014.52. Of this, \$12,588,840.81 involved improvements of the primary system and accounted for 88 per cent of the total for that class of highway, and \$1,654,173.71 involved improvements of secondary roads and accounted for 12 per cent of the total for this class.

The secondary contracts to be financed with State funds include \$218,362.12 for projects undertaken under the provisions of Senate Bill 275 of the Sixty-eighth General Assembly. This Act authorizes the Department of Public Works and Buildings to construct and maintain highways to connect State parks, forests, institutions, etc., with State highways.

7. PAVEMENT REHABILITATION.—A summary of contracts awarded for rehabilitation of existing concrete and other rigid-type pavements follows:

PRIMARY HIGHWAYS:

Pavement widening and bituminous surfacing, including bridges in connection therewith	\$18,536,054.11
Concrete pavement patching	620,188.56
Total, primary system	\$19,156,242.67

SECONDARY ROADS:

Pavement widening and bituminous surfacing, financed entirely with State funds	\$ 407,887.74
Concrete pavement patching, financed entirely with State funds.....	19,516.60
Pavement widening and bituminous surfacing, financed with Federal-aid secondary and matching funds	976,818.76
Total, secondary system	\$ 1,404,223.10
Total, both systems	\$20,560,465.77

This type of work accounts for 27 per cent of primary contracts awarded, 9 per cent of secondary contracts awarded, and 24 per cent of all contracts awarded.

8. CHICAGO EXPRESSWAYS.—State contracts awarded during 1956 included a total of \$1,936,842.40 for projects on the expressway system of the Chicago Metropolitan Area. These consisted of 4.80 miles of landscaping and 2.84 miles of traffic-signing on the Congress Street Expressway to cost \$111,901.13, fabrication of structural steel for two railroad and two highway grade separations and 1.05 miles of storm sewer on the Lake Street connection to Congress Street Expressway to cost \$960,999.01, removal of 1,441 buildings on the Northwest Expressway to cost \$689,182.30, erection of 0.86 mile of pedestrian barrier fence on Edens Expressway to cost \$10,809.96, and fabrication of structural steel for one railroad subway and construction of 25 catch basins on Calumet Expressway to cost \$163,950.00.

The practice of assigning part of the Federal-aid urban funds allotted to the State to some of the expressway projects awarded by

the County of Cook and the City of Chicago was continued. The totals of such contracts awarded in the seven years preceding 1956 were \$43,827,271.81 by the county and \$28,118,915.11 by the city, which with contingency allowance obligated \$23,546,050 and \$15,276,600, respectively, in Federal funds.

During 1956 Cook County awarded contracts in the total amount of \$7,287,503.09, obligating \$3,817,500 in Federal-aid urban funds, and providing for the following projects:

Description	Contract Cost
FA Route 131, Congress Street Expressway, CTA underpass near Lotus Avenue in Chicago	\$ 718,992.15
FA Route 173, Northwest Expressway, Erie Street Branch, dual bascule bridge over North Branch of Chicago River in Chicago.....	5,620,332.80
FA Route 99, Edens Expressway, 1.20 miles of main drain and highway grade separation at Foster Avenue, both in Chicago.....	948,178.14
Total	\$ 7,287,503.09

The City of Chicago awarded contracts during the year totaling \$607,180.54, obligating \$335,000 in Federal urban funds, and providing for the following:

Description	Contract Cost
FA Route 131, Congress Street Expressway, 0.075 mile of bituminous concrete pavement and related work through Post Office building, and 0.230 mile of portland cement concrete pavement between State Street and Congress Plaza Drive, both in Chicago	\$ 607,180.54

All of the expressway projects contracted by the State, county, and city are located on interstate highways.

Information on other expressway contracts let by the county and city, in which no Federal aid is involved, is included in Section X.

9. INTERSTATE HIGHWAYS.—Designation of the National System of Interstate Highways, of not more than 40,000 miles in length, was authorized by one of the provisions of the Federal-aid Highway Act of 1944. The Federal Bureau of Public Roads approved the general locations of the intercity routes which were to comprise the system in 1947, and the urban additions in 1955. The routes approved for Illinois total approximately 1,608 miles, and are shown in Figure 8.

The Federal-aid Highway Act of 1956 authorized the addition of 1,000 miles to the national system, but this has not yet been designated. This Act also changed the name of the system to the National System of Interstate and Defense Highways.

The annual reports of the past ten years summarized the contracts awarded by the State for improvements of the interstate system. The accumulative total of such contracts shown in the 1955 report was \$117,754,576.27. This total included a considerable amount of improvements—particularly by widening and bituminous surfacing of existing pavements—which were not exactly on the locations planned for the interstate highways and which frequently fell short of interstate standards. They were included on the assumption that

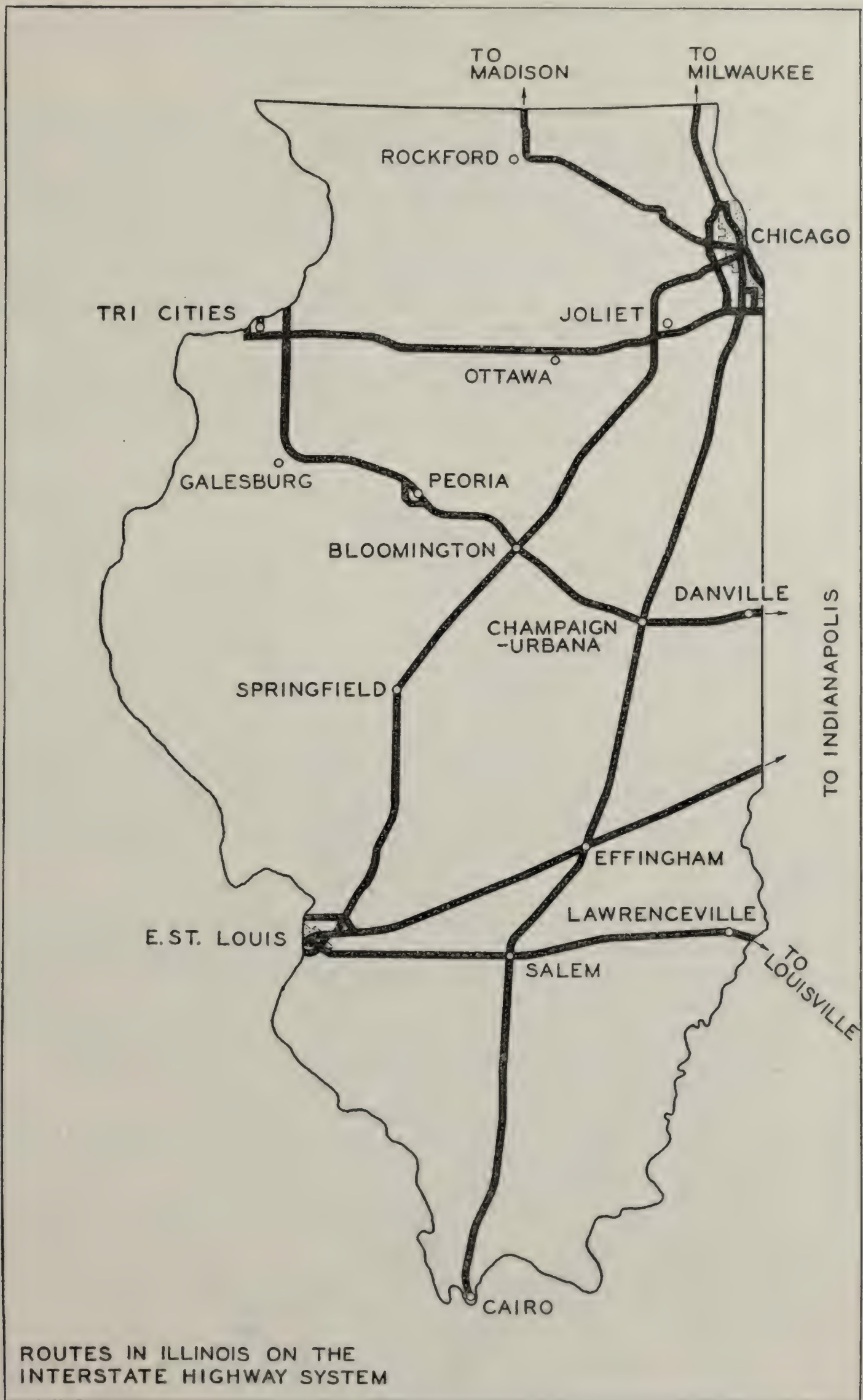


Figure 8.

the affected portions of interstate highway could not be built for a number of years and that these improvements would serve interstate traffic in the meantime.

Inasmuch as the Federal-aid Highway Act of 1956 authorizes Federal funds for a greatly accelerated interstate highway construction program, the interstate system will be completed much sooner than had previously been contemplated. The record of contracts awarded for improvements of interstate highways, as summarized in previous annual reports, has therefore been reviewed and those improvements which are not expected to be incorporated in the system have been eliminated. On that basis, the total of contracts awarded for construction on interstate highways in the period from 1946 to 1955, inclusive, is \$90,234,871.32. ✓

Contracts awarded during the ten years immediately preceding 1956, and in 1956, provided for the following improvements of routes included in the interstate system:

Type of Improvement	Prior to 1956	During 1956
8-lane pavement	2.85 mi.	
6-lane pavement	1.69 mi.	
4-lane pavement	26.83 mi.	25.73 mi.
Converting 2-lane pavement to 4-lane divided pavement.....	54.29 mi.	16.10 mi.
2-lane pavement	127.98 mi.	
Bituminous surfacing of existing pavement.....	7.62 mi.	11.48 mi.
Grading	13.08 mi.	9.12 mi.
Bridges	49	4
Railroad grade separations.....	26	3
Highway grade separations.....	44	12
Total contract cost	\$90,234,871.32	\$21,849,334.60

The contracts awarded for improvement of interstate highways during 1956 were to be financed by \$16,856,678.64 in Federal-aid interstate and matching State funds; by \$3,817,791.45 in Federal-aid urban and matching State funds, by \$465,174.25 in Federal-aid primary and matching State funds, and by \$709,690.26 entirely in State funds.

10. FREEWAYS.—An additional 124 miles of State highways were declared freeways in 1956 and previous designations of 19 miles were rescinded, bringing the total length so designated to 1,172 miles. Those designated in 1956 are:

FAI Route 5 northwest of Peoria a distance of 4.26 miles, from Urbana to Hillery, and from Danville to the Indiana line.

FAI Route 7 from East St. Louis to Troy.

FA Route 2 (Ill. 2) from Rockford to South Beloit.

FA Route 4 (US 67 relocation) from Beardstown to Rushville.

FA Route 7 (US 30) from Fulton to Morrison.

FA Route 17 (Ill. 16 relocation) near Charleston.

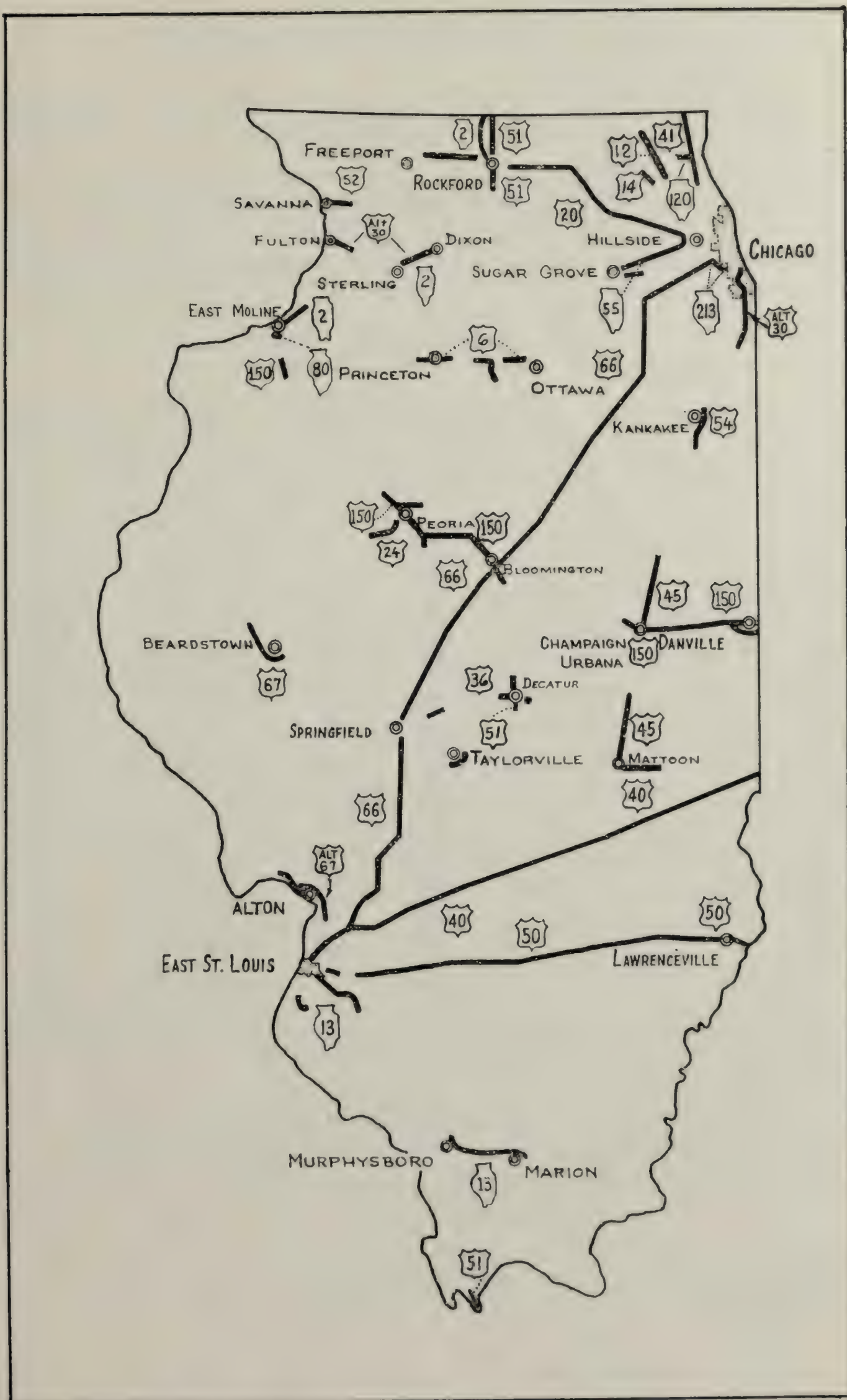
FA Route 21 (Ill. 120) from SBI 68 (Ill. 42A) west of Waukegan west 5.10 miles to Valley Lake.

FA Route 28 (US 52 and Ill. 64) from Savanna to Mt. Carroll.

FA Route 29 (US 34) 1.86 miles near Altona.

FA Route 37 (Ill. 37) and SBI 148 (Ill. 148), intersections with FA 14 (proposed Ill. 13 relocation) near Marion.

FA Route 132 (Alton bypass) from FA 4 (US 67 and Ill. 111) to SBI 160 (Ill. 140).



FA Route 155 (MacAdam Parkway) from Alton to Elsau.

FA Route 192 (Aurora south bypass) from SBI 47 (Ill. 47) to SBI 65 (US 34).

SBI Route 41 (Ill. 41), 0.97 mi. near Abingdon.

SBI Routes 146 and 150 (Ill. 146 and 3), Wye south of McClure.

11. BRIDGES.—Table 16 is a record of plans prepared and contracts awarded for bridges, and foreign plans approved, by years, beginning with 1906. It includes all bridges for State and county highways, whether built as independent contracts or included in general road contracts.

TABLE 16.—RECORD OF BRIDGE WORK, 1906-1956.

Year	Plans and Specifications Prepared	Contracts Let on State Plans	Contract Price	Foreign Plans Approved ¹
1906 thru				
1930-----	8,319	6,137	\$ 34,692,985.27	16,987
1931-----	673	437	3,997,361.24	6,221
1932-----	683	603	3,988,988.46	7,546
1933-----	482	390	2,815,976.05	4,410
1934-----	419	299	4,547,005.88	5,020
1935-----	342	300	4,394,287.12	2,441
1936-----	319	258	7,742,110.07	3,060
1937-----	288	254	4,506,279.14	1,952
1938-----	304	236	3,921,100.75	1,050
1939-----	272	217	2,817,481.72	1,044
1940-----	266	194	2,838,897.03	832
1941-----	138	130	3,067,158.02	666
1942-----	220	106	1,104,427.66	279
1943-----	122	62	418,753.64	198
1944-----	149	74	817,973.77	223
1945-----	110	90	1,682,640.00	226
1946-----	128	141	3,545,550.62	450
1947-----	137	135	4,767,188.35	189
1948-----	122	93	6,779,175.89	196
1949-----	90	86	4,952,839.41	132
1950-----	164	99	2,750,017.08	122
1951-----	108	130	6,566,189.53	98
1952-----	133	120	10,785,576.92	185
1953-----	109	132	9,287,045.05	218
1954-----	171	155	13,354,854.18	324
1955-----	146	132	13,850,013.76	349
1956-----	137	166	15,167,468.10	429
Total-----	14,551	11,176	\$175,078,349.51	54,847

¹ Plans prepared by county superintendents of highways and others outside of Division of Highways.

Bridge plans prepared and other bridge work accomplished during the 1956 year are summarized in the following tabulation:

Bridge Plans Prepared	Number
County and township-----	1
County 15d and motor fuel tax-----	4
State bond issue-----	22
Federal-aid-----	110
Subtotal-----	137
Culverts (State and Federal-aid contracts)-----	1,627
Total-----	1,764

Bridges Placed Under Contract	Number	Contract Price
County and township.....	1	\$ 36,970.50
County 15d and motor fuel tax.....	---	---
State bond issue.....	32	1,404,037.53
Federal-aid.....	133	13,726,460.07
Total.....	166	\$15,167,468.10

OTHER WORK

Shop drawings for steel bridges approved.....	161
Steel bridges for which shop inspection of steel was made.....	140
Foreign plans approved	429
Old bridges analyzed for strength.....	57
Tons of structural steel inspected, except handrails.....	15,826

12. RAILROAD CROSSINGS.—Contracts for construction of 14 railroad grade separation structures and of approaches to 6 other railroad grade separations were awarded in 1956, as shown in Table 17. Of these, 19 are being financed with Federal-aid and 1 entirely with State funds.

Construction was authorized for the protection and improvement of 39 railroad grade crossings. (This does not include grade crossing work to be financed with Federal-aid secondary funds and reported in Section X.) Included are the installation of automatic flashing-light signals, in some cases supplemented with gates, at 19 crossings; the modernization or relocation of existing automatic signals at 17 crossings; the improvement of crossings proper at 3 crossings; and a track relocation to make a highway right-of-way available. The total estimated cost of the work is \$717,926.80, of which \$209,216.83 will be paid by the Federal Government, \$431,526.09 by the State, and \$77,183.88 by the railroad companies. •

13. RIGHT-OF-WAY.—During 1956 a total of 1,825 individual purchases of right-of-way were made, exclusive of those for the Chicago expressway system. The actual cost of the land acquired was \$8,651,209.55, which included compensation for damages, if any, to adjoining property not taken and for access rights when such rights were acquired. Miscellaneous expense in connection with acquisition of rights-of-way and access rights, such as appraisals, abstracts, title certificates, and court costs, totaled \$348,359.88.

The expenditures of the State during 1956 for right-of-way for Chicago expressways totaled \$3,478,051.24.

DIVISION OF HIGHWAYS

TABLE 17.—RAILROAD GRADE SEPARATION CONTRACTS AWARDED DURING 1956.

Location				Highway Over or Under	Railroad	Total Estimated Cost to State and Railroad ¹
Route	Section	County	Near			
FA 4.....	64-1V.....	St. Clair.....	Dupo.....	Over.....	MP.....	\$ 96,820 ²
FA 4.....	86-1.....	Cass.....	Beardstown.....	Over.....	CB&Q-B&O.....	120,860 ²
FA 6.....	100-V1.....	Cook-DuPage.....	Lake St. Ext.....	Over.....	C&NW.....	165,150 ³
FA 6.....	100-V2.....	Cook-DuPage.....	Lake St. Ext.....	Over.....	C&NW.....	124,040 ³
FA 14.....	28-2S.....	St. Clair.....	Belleville.....	Under.....	IC.....	573,720
FA 14.....	27-1VH.....	St. Clair.....	Belleville.....	Over.....	IC.....	577,760 ⁴
FA 19.....	7-S2.....	Cook.....	Cicero-Ogden.....	Revise under.....	IC.....	878,550
FA 21.....	12-V.....	Lake.....	Waukegan.....	Over.....	C&NW.....	127,590 ³
FA 34.....	27-V.....	Will.....	Plainfield.....	Over.....	EJ&E.....	245,270 ²
FA 34.....	27-V1.....	Will.....	Plainfield.....	Over.....	Material Serv- ice Corp.....	154,370 ²
FA 39.....	14-V.....	Champaign.....	Champaign.....	Over.....	IC.....	1,406,310
FA 77.....	86-V1.....	Will.....	Birds.....	Over.....	CRI&P.....	158,400 ²
FA 77.....	87-V1.....	Will.....	Blodgett.....	Over.....	GM&O-AT& SF.....	167,120 ²
FA 122.....	42-S8.....	Cook.....	Doty Ave.....	Under.....	CRI&P.....	232,050 ³
SA 13.....	53-BR.....	Kane.....	Batavia.....	Revise over.....	CA&E.....	10,500
SBI 5.....	19-V1.....	Stephenson.....	Freeport.....	Over.....	IC.....	93,670 ³
SBI 18.....	8-S1.....	Cook.....	LaGrange.....	Revise under.....	CB&Q.....	489,560
SBI 46.....	461-V.....	Cook.....	Justice, 79th St.....	Over.....	B&OCT.....	575,410 ³
SBI 48.....	126-XS.....	Macon.....	Decatur.....	Under.....	IC.....	183,820 ³
SBI 142.....	110-2V.....	Jefferson.....	Mt. Vernon.....	Over.....	Southern.....	121,890 ⁴
Total.....						\$6,502,860

¹ Costs shown represent only those chargeable to separating grades and do not include items such as pavement, which would be constructed regardless of the separation of grades. However, they do include work to be performed by railroad and utility companies, as well as that covered by State contracts.

² Approaches only.

³ Furnishing structural steel and railroad work only.

⁴ Structure and railroad work only.

⁵ Structure and approaches.

TABLE 18.—DETAILED TABULATION OF HIGHWAY CONTRACTS AWARDED BY THE STATE DURING 1956,
EXCLUSIVE OF FEDERAL-AID SECONDARY CONTRACTS.

PART A.—REGULAR CONSTRUCTION.

Route ¹	Section	Class ²	County	Location	Length in Miles	Type ³	Width in Feet	Contract Price
SBI 31	1-I	*State	Adams	US 24 (12th St.) in Quincy from Broadway north about 660 ft. and Locust St. intersection	0.144	Bit. surface	Variable	\$ 3,987.50
SBI 36	8-C	*State	Adams	Ill. 61 over Bear Creek about 1 mi. south of Loraine		Bridge repairs		7,000.00
SBI 150			Adams	See Part B, District 6				1,000.00
SBI 150			Alexander	Ill. 3 & 127 near junction with SBI 2 (US 51)				2,000.00
SBI 147			Alexander	Ill. 3 between Thebes Y and Olive Branch				7,000.00
SBI 147			Pulaski	Ill. 37 from New Grand Chain south 1 mi. and north to FA 165 (Ill. 169)		Pavement patching		3,000.00
SBI 147			Johnson	Ill. 37 from Whitehill north 1 mi.				7,000.00
SBI 1			Johnson	US 45 from Vienna north 2½ mi.				7,000.00
SBI 2			Alexander	US 51 between SBI 150 (Ill. 3) and Cairo				1,000.00
SBI 150			Alexander-Jackson-Randolph-Union	Ill. 3 between Thebes and Chester				20,475.00
SBI 144			Jackson	Ill. 144 between Murphysboro and SBI 150 (Ill. 3)				4,575.00
FA 165			Johnson	Ill. 169 between Karnak and SBI 147 (Ill. 37)				900.00
SBI 146			Johnson-Pope-Union	Ill. 146 between Anna and Goleonda				28,025.00
SBI 147			Johnson-Pulaski	Ill. 37 between West Vienna and Mounds City		Pavement patching		21,625.00
SBI 1			Johnson-Saline	US 45 between Vienna and Carrier Mills				41,300.00
FA 128			Perry	Ill. 127 between Pinckneyville and Perry-Washington County line				31,072.50
FA 126			Saline	Between Raleigh and Eldorado				2,000.00
SBI 13			Saline-Williamson	Ill. 13 between Harrisburg and Delta Mine Road				12,675.00
FA 12			Alexander	See Part B, District 9		Intersection improvement		2,019.50
SBI 160	Q-1-TS-1	*State	Bond	US 40 at SBI 127 (Ill. 127) south of Greenville	0.085	PCC pavt. wdg., gutter		7,118.00
SA 10	139-I	*State	Bond	Ill. 140 about 1½ mi. west of west limit of Greenville	2.149	Reconst. gravel shldr.	5	4,609.10
FA 153	(B, D, E, I)I (9, 10, 11)Q	*State	Boone	Poplar Grove south	16.013	Bit. surface treatment		81,273.05
SBI 18	23VB-I	*State	Brown-Schuyler	Ill. 99 from Mt. Sterling north to Brooklyn		Viaduct structure impvt.		6,955.00
SBI 89	119Q-1	State	Brown	See Part B, District 6				11,457.75
SBI 40	4-I	State	Bureau	US 34 at CB&Q RR 1 mi. northeast of Princeton	2.068	Bit. surface treatment	20, 22	
SBI 78	109R	State	Bureau	Ill. 71 from west end of Illinois River bridge opposite Hennepin northwest to SBI 29 (Ill. 29)		Remove abandoned RR abutments		2,597.40
			Carroll	See Part B, District 2				
			Carroll	Ill. 88 about ¼ mi. east of SBI 78 (Ill. 78) south of Mt. Carroll	0.142	PCC pavt., remove abandoned RR abutments	22	26,513.30
			Carroll	See Part B, District 2				

TABLE 18.—Continued.
PART A.—Continued.

Route ¹	Section	Class ²	County	Location	Length in Miles	Type ³	Width in Feet	Contract Price
FA 4	86D-1	*State	Cass-Schuyler	US 67 & Ill. 100, Illinois River bridge at Beardstown.		Bridge floor repairs		10,000.00
SBI 100	114-1	*State	Cass	Ill. 100 about 1 mi. south of Beardstown south limit.		Culvert		21,000.00
FAI 5	14(HB, HF, HB-1, HF-1, HB-2, HF-2, HB-3, HF-3, HB-4, HF-4)	FU-I	Champaign	Champaign-Urbana bypass at Prospect Ave., Neil St., Market St., Lincoln Ave. (all extended) and SBI 25 (US 45)		Dual hwy. grade separation structures		864,623.88
FAI 5	14(VB & VF)	FU-I	Champaign	Champaign-Urbana bypass over IC RR		Dual RR viaduct structure		1,113,929.03
FAI 5	14B	FU-I	Champaign	Champaign-Urbana bypass over Salt Creek		Dual bridge		88,709.40
FAI 5	14 & 14-1	Int.-I	Champaign	Champaign-Urbana bypass from about 1/4 mi. west of Prospect Ave. (extended) east to about 1/4 mi. east of SBI 25 (US 45)		PCC pavement	2 @ 24	3,129,440.19
FAI 5	14 & 14-1	FU-I	Champaign	Approaches to Prospect Ave. and Lincoln Ave. in- terchanges	4.227	PCC pavement	2 @ 22	224,257.97
SBI 25	14-1	FA	Champaign	US 45 from north end of FAI 5 interchange ramps north	0.584	PCC base and bit. surface	2 @ 24	97,529.05
SBI 49	119Z-RS	State	Champaign	Ill. 49 (Main St.) in Homer from near north limit to about 1/4 mi. south of Madison St.	0.911	PCC wdg. and bit. surface	36, 38	132,965.90
SA 13 ^a			Champaign	From south limit of Broadlands north	2.250		10	1,510.00
SA 4 ^a			Champaign	From Urbana southeast to Philo	8.487		20	11,230.00
FA 17			Coles	From Fifth St. in Mattoon east	5.038		24	8,050.00
FA 12			Cumberland	US 40, frontage roads in Jewett and Woodbury	0.458		20	3,601.50
SBI 2	Dist. 5, Bit.		Macon	US 51 from near south limit of Maroa north	1.079		10, Var.	630.00
SBI 2	Seal Coat '56-1	State	Macon	US 50 from Pythian Ave. in Decatur north	0.410	Bit. seal coat	40	1,170.00
FA 11			Vermillion	US 150 in Danville, frontage road from Ave. "C" to Ave. "F"				600.00
SA 4 ^a			Vermillion	From Indiana line northwest toward Danville	0.189		20	5,010.00
SA 11 ^a	Dist. 5, Bit. sur- facing '56-2 (part)		Champaign	Between Thomasboro and Gifford	3.740		2 @ 5	15,532.60
SBI 121		State	Douglas-Edgar	US 36 between Tuscola and SBI 49 (Ill. 49)		Pavement patching		12,137.30
SBI 24			Champaign	See Part B, District 5				84,679.20
SBI 48			Christian-Sangamon	Ill. 29 between Springfield and Pana				22,457.39
SBI 104	Dist. 6, Patching '56-1	State	Christian-Montgomery	Ill. 48 between Taylorville and Raymond		Pavement patching		24,155.10
FA 12	(BX & BX-1) I	*State	Christian-Sangamon	Ill. 104 between Taylorville and FAI 3 (US 66)				
FA 12	D-T'S	State	Clark	See Part B, Districts 5 and 6				
FA 12			Clark	US 40—Marshall bypass and southwest to about 5 mi. west of Marshall	9.470	Gravel shoulders	3	16,999.00
FA 12			Clark	US 40 at SBI 49 (Ill. 49) 1/4 mi. north of Casey		Traffic control signals		15,136.50

SBI 49	Dist. 5, Bit.	Clark-Coles	Ill. 49 from Casey north to SBI 16 (Ill. 16)			36,730.00
SBI 134	Underseal '56-1	Edgar	US 150 from Paris east to Indiana line		Bit. underseal	17,731.00
SBI 121		Macon-Piatt	US 36 from LaPlace west to 4 mi. east of Decatur			23,276.00
SBI 49		Clark-Cumberland-Jasper	Ill. 49 between Casey and Willow Hill			
SBI 142		Clay-Effingham-Fayette-Marion	Ill. 137 south of Watson, south of Edgewood, and between Alma and SBI 182 (Ill. 169)			
SBI 25		Clay-Effingham-Wayne	US 45 between Effingham and Fairfield			
SBI 181		Crawford-Lawrence	Ill. 33 between Palestine and SBI 12 (US 50)			
SBI 130		Edwards-Jasper	Ill. 130 between Newton and Albion			
SBI 15	Dist. 7, Bit.	Richland	Ill. 15 between Mt. Carmel and Browns		Bit. underseal	26,250.00
SBI 138	Underseal '56-1	Edwards-Wabash	Ill. 1 between Mt. Carmel and Grayville			
SBI 33		Effingham-Jasper	Ill. 33 between Effingham and Newton			
FA 12		Fayette	US 40 between Vandalia and Mulberry Grove			
SBI 2		Fayette-Marion	US 51 between Vandalia and Sandoval			
SBI 142		Hamilton	Ill. 142 between McLeansboro and Broughton			
SBI 15		Jefferson-Wayne	Ill. 15 between Mt. Vernon and Fairfield			
SBI 12		Lawrence	US 50 between Lawrenceville and Ohio River			
SBI 182		Marion	Ill. 161 between Centralia and SBI 142 (Ill. 37)			
FA 13	7-2B-1	Clay	US 50 about 1 mi. east of Clay City		Bridge repair	3,238.00
FA 160	106A	Clay-Effingham	From Winterrowd south to about ½ mi. south of Sailor Springs	13.485	Grading	233,493.37
SBI 12	23-1RS	Clay	See Clark County and Part B, District 7			
SBI 12		Clinton	US 50 (Franklin St.) in Carlyle from Water St. to 18th St.	1.200	Bit. surface	48,468.00
SBI 25	22C-1-2	Clinton	US 50 over Kaskaskia River at Carlyle	2.320	Bridge floor repairs	20,000.00
SBI 133	20X-1	Coles	US 45 relocation around Humboldt		Gravel shoulders	4,166.50
SA 9a	122C-1	Coles	Ill. 133 over Embarras River 2 mi. west of Oakland		Bridge repairs	4,300.00
SBI 133	2-MFT-1	Coles-Douglas-Edgar	Over Kickapoo Creek 4½ mi. southeast of Mattoon		Widen bridge, replace floor	7,442.00
	(121 & 122)I	Coles	Ill. 133 between Arcola and Borton		Pavement patching	42,436.00
FAI 1	2527-111SG	Cook	See Champaign and Clark Counties and Part B, District 5			
FAI 1	2527-109LS	Cook	Congress St. Expressway in Chicago from Halsted St. to Sacramento Blvd.	2.854	Traffic signs	18,964.95
FAI 1	Dist. 10, Landscaping '56-2	Cook	Congress St. Expressway in Chicago from Morgan St. to Sacramento Blvd.	2.543	Landscaping	89,982.18
FAI 1	100 VF-1 & VF-2	Cook	Congress St. Expressway from Austin Blvd. to Des Plaines River in Oak Park and Forest Park	2.250	Landscaping	2,954.00
		Cook	Congress St. Expressway (Lake St. Connection) over 2 crossings of C&NW Ry. between St. Charles Rd. and Lake St. in Berkeley		Structural steel for two dual RR viaducts	273,890.26
			Note: For other contracts on Congress St. Expressway (Lake St. Connection), see DuPage County			

TABLE 18.—Continued.
PART A.—Continued.

Route ¹	Section	Class ²	County	Location	Length in Miles	Type ³	Width in Feet	Contract Price
FAI 2-----	0505(141, 142, 144, 145)W; 0605(124, 140)W; 0705(136, 143, 146)W; 0706- 139W; 0707(134, 135, 137, 138)W; 0803-133W; 0808- 126W; 1005(122, 127, 128, 129)W; 1006(130, 131)W; 1007(123, 125)W; 1008-132W-----	State-I-----	Cook-----	Northwest Expressway in Chicago between Ohio St. and Kostner Ave.-----		Removal of 1, 441 buildings-----		689, 182.30
FAI 2-----	263-0104.5-----	State-I-----	Cook-----	Edens Expressway in Wilmette from Lake Ave. to Illinois Rd.-----		Pedestrian barrier fence-----		10, 809.96
FAI 9-----	42-SF-8-----	FU-I-----	Cook-----	Calumet Expressway under CRI&P RR near 130th St. in Chicago-----		Structural steel for RR subway-----		159, 200.00
FAI 9-----	-----	*State-I-----	Cook-----	Calumet Expressway between Dolton Ave. and 167th St.-----		25 catch basins-----		4, 750.00
SBI 1-----	1956-9RS-----	State-----	Cook-----	US 54 (Vincennes Ave.) in Chicago from 81st St. to Halsted St.-----	0.807	Bituminous surface-----	44, 48	55, 787.25
FA 5-----	C-BW-----	State-----	Cook-----	Ill. 4A (Archer Ave.) between 107th St. and Calumet Sag Channel-----	0.097	Bridge and pavt. removal-----		8, 132.00
SBI 6-----	1956-7RS-----	State-----	Cook-----	Alt. US 30 (Roosevelt Rd.) in Chicago from Ogden Ave. to Ashland Ave.-----	0.795	Bituminous surface-----	40, 2@26	147, 571.00
SBI 18-----	8S-1-----	State-----	Cook-----	US 34 (Ogden Ave.) in LaGrange from LaGrange Ave. to Burlington Ave.-----	0.159	PCC base, bit. surface-----	44	51, 886.25
SBI 19-----	1956-6RS-----	State-----	Cook-----	Ill. 21 (Elston Ave.) in Chicago from Foster Ave. to Lawrence Ave.-----	0.762	Bituminous surface-----	48.4	42, 219.10
FA 19-----	7(SB, SF)2-----	State-----	Cook-----	US 34 & 66 (Ogden Ave.) under IC RR at Austin Blvd. in Cicero-----		Subway structure-----		509, 043.40
FA 19-----	7S-2-----	FU-----	Cook-----	US 34 & 66 (Ogden Ave.) in Cicero from 59th Ave. to 61st Ave.-----	0.316	PCC base, bit. surface-----	2@33	201, 863.80
SBI 21-----	1956-5RS-----	State-----	Cook-----	Ill. 21 (Milwaukee Ave. & Elston Ave.) in Chicago from Imlay Ave. to Foster Ave.-----	2.541	Bituminous surface-----	48, 2@37	134, 644.15
SBI 46-----	461(Y, YRS, V, VB, Y-1, Y-1RS)-----	FU-----	Cook-----	79th St. from near Archer Ave. in Justice to Cicero Ave. in Chicago-----	5.657	PCC base wdg., bit. surface RR subway (except structural steel)-----	2@24	1, 906, 711.71

SBI 46	461T-1	FU	Cook	US 45 (LaGrange Rd.) from I&M Canal southeast to 79th St. and east on 79th St. to about 1/4 mi. east of Roberts Rd.	2.204	Storm sewers and drainage structures		309,077.65
SBI 50	50YZ-3X	State	Cook	Ill. 50 (Cicero Ave.) in Chicago from 79th St. to 81st St.	0.247	PCC base, bit. surface	2@24	114,229.85
SBI 54	541Y (2, 2RS, 3)	FU	Cook	Ill. 64 (North Ave.) from Thatcher Rd. in River Forest to 25th Ave. in Melrose Park	1.955	PCC base wdg., bit. surface, bridge wdg.	2@36	920,454.44
SBI 54	1956-2RS	State	Cook	Ill. 64 (North Ave.) in Chicago from Western Ave. to Clark St.	2.721	Bituminous surface	48, 50	149,435.26
SBI 55	1956-8RS	State	Cook	Ill. 55 (Cermak Rd.) in Chicago from Kenton Ave. to Pulaski Rd.	0.663	Bituminous surface	2@36	68,086.80
SBI 55	1956-13RS	State	Cook	Ill. 55 (Cermak Rd.) in Chicago from Springfield Ave. to Ashland Ave.	2.825	Bituminous surface	54	156,295.90
SBI 57	1956-1RS	State	Cook	Ill. 50 (Cicero Ave.) in Chicago from Elston Ave. to Montrose Ave.	0.778	Bituminous surface	41, 58, 60	62,626.95
SBI 60	1956-12RS	State	Cook	US 14 (Ridge Ave.) in Chicago from Peterson Ave. to Bryn Mawr Ave.	0.749	Bituminous surface	42	39,402.05
FA 98	1956-4RS	State	Cook	Pershing Rd. in Chicago from State St. to South Pkwy.	0.454	Bituminous surface	49	44,797.50
FA 121	1956-3RS	State	Cook	US 12 & 20 (95th St.) in Chicago from Lafayette Ave. to Cottage Grove Ave. and from Oglesby Ave. to Commercial Ave.	1.781	Bituminous surface	54, 2@35, 2@36	185,373.60 6,832.00
FA 125	1324-15d-R	State	Cook	Ill. 7 (Southwest Hwy.) near 86th Ave. in Palos Park				
FA 133	1956-10RS	State	Cook	Ill. 4A (Archer Ave.) in Chicago from 35th St. to Halsted St.	1.906	Bituminous surface	2@27.5	183,156.90
SBI 4				US 66 at SA 206 (71st St.)				
FA 5				Ill. 4A (Archer Ave.) at SBI 54 (Ill. 83)				
SBI 51				US 45 (96th Ave.) at SA 176 (111th St.)				
SBI 50				Ill. 50 (Cicero Ave.) at SA 257 (115th St.)				
SBI 57				Ill. 50 (Cicero Ave.) at SA048 (Lincoln Ave.)		Traffic control signals		71,683.08
SBI 57				Ill. 50 (Cicero Ave.) at SA 044 (Howard St.)				
SBI 60				US 12 (Rand Rd.) at SA 016 (Wolf Rd.)				
SBI 6				Alt. US 30 (Roosevelt Rd.) at SA 037 (DesPlaines Ave.)				
SA 022 ^a				River Rd. at SA 030 (First Ave. cutoff)				
SA 022 ^a				Fifth Ave. at SA 150 (Chicago Ave.)		Traffic control signals		18,245.10
SA 031 ^a				First Ave. at SA 150 (Chicago Ave.)				
SBI 54				Ill. 64 at: SA 037 (Thatcher Rd.)				
				SA 031 (First Ave.)				
				SA 022 (Fifth Ave.)		Traffic control signals		32,620.75
				SA 020 (25th Ave.)				
				Jewel Tea Co. plant entrance				
FA 122				Calumet Expressway at SA 203 (Sank Trail)		Traffic control signals		19,913.65

DIVISION OF HIGHWAYS

TABLE 18.—Continued.

PART A.—Continued.

Route ¹	Section	Class ²	County	Location	Length in Miles	Type ³	Width in Feet	Contract Price
SA 12 ^a	Dist. 1, Traffic Signals '56-2	State	DuPage	Ill. 19 at SA 8 (York Rd.)		Traffic control signals		5,083.37
SBI 5			DuPage	US 20 at SA 22 (Addison Rd.)				
FA 131			DuPage	Ill. 55 at SA 9 (Highland Ave.)				
SBI 18			DuPage	US 34 at SA 8 (York Rd.)		Traffic control signals		36,832.04
SBI 4			DuPage	US 66 at SA 9 (Lemont Rd.)				
SBI 64			DuPage	Ill. 64 at SA 22 (Addison Rd.)				
FA 5			Will	Ill. 4A at SA 61 (Woodruff Rd.)				
			DuPage	See Cook County and Part B, Districts 1 and 10				
			Edgar	See Champaign and Coles Counties and Part B, District 5				
SBI 1	SB-1	State	Edwards-Wabash	Ill. 15 over Boonpas Creek in Browns		Replace bridge floor		31,231.00
SBI 11	L-2	State	Edwards	See Clark County and Part B, District 7				
			Effingham	US 40 from Penn. RR about 3 mi. west of Effingham southwest				
SBI 11	L-2-I	*State	Effingham	US 40 about 2½ mi. west of Effingham	0.388	PCC base and bit. surface	20	82,372.00
			Effingham	See Clark and Clay Counties and Part B, District 7		Bridge repairs		2,172.00
SBI 185	(112, 113, 114) I	State	Fayette	Ill. 185 from Alt. US 40 southeast to Farina	17.039	Shldr. and ditch grading		119,980.90
	1	SB 275	Fayette	From Ramsey Lake Recreational Area east to SBI 2 (US 51)	1.068	Bit. surface, flexible base	20	54,222.59
SBI 2 & FA 12	20RP & P-2-RP	*State	Fayette	US 51 about 3 mi. south of Ramsey and US 40 about 2 mi. east of Mulberry Grove		Two roadside parks		6,438.00
			Fayette	See Clark County and Part B, District 7				
			Ford	See Part B, Districts 3 and 5				
SBI 143	101RB	FA	Franklin	Ill. 34 between 2 and 3 miles southeast of Benton		3 bridges		161,410.00
SBI 9	39T	*State	Fulton	Ill. 9 at Spoon River west of Blyton		4 rock jetties		24,388.20
SBI 9	43FR	FA	Fulton	US 24 over Copperas Creek at Banner		Structural steel for bridge		54,189.12
SBI 31	19(W&RS)	State	Fulton	US 24 (Main St.) in Lewistown from Ave. F to Ave. L	0.422	Flexible base wdg., bit. surface	38	60,240.00
SBI 95	129(W&RS)	State	Fulton	US 24 (Ave. E) in Lewistown from Main St. to Graf ton St.	0.155	Flexible base wdg., bit. surface	38	21,846.30
			Fulton	US 24 from Banner northeast		PCC pavement	24	884,286.98
SBI 9	(43 & 44) R	FA	Fulton-Peoria	Ill. 9 about 200 ft. west of Fulton-McDonough County line, 1 mi. west of Blyton, ¼ and 4 mi. west of Flatt.	5.310			
			Fulton-McDonough	Ill. 8 about 2 mi. west of Yates City				
SBI 8	Dist. 4; Bridge Floor Resurfacing '56-1	State	Knox	Ill. 8 about 1 mi. west of Edwards, at CB&Q RR in Edwards, about ¾ mi. west of Pottstown	0.305	Bit. surface on bridge floors		4,700.75
SA 11 ^a			Peoria	See Part B, District 4	0.034	Bit. surface on bridge floors		570.50
			Fulton	Ill. 141 extension from SBI 140 (Ill. 1) at Gallatin	0.204	Bit. surface on bridge floors		3,604.70
FA 113	100, 101-2, 100B	FA	Gallatin-White	White County line west to SBI 1 (US 45)				
			Gallatin	See Part B, District 9	2.883	PCC pavt., 1 bridge	22	777,961.08

FA 155.	501B.	FA	Greene.	Between 1½ and 3½ mi. north of Hillview		3 bridges.	180,411.15
FA 155.	432(B&F)	FA	Greene-Jersey	Over Macoupin Creek south of Eldred.		1 bridge.	368,647.99
			Greene.	See Part B, District 8.			
SA 15, 16, 17 ^a .			Grundy.	From Gardner south and east.	2.630		
SA 9 ^a .			Kankakee.	From Deselm east.	5.014		
SA 9 ^a .	Dist. 3, Bit. Seal Coat '56-1.	State	Kankakee.	From Whitaker east.	3.766		9,064.64
SA 9 ^a .			Kankakee.	From Manteno west.	1.766		
SA 6A ^a .			Kankakee.	From Bonfield south.	2.010		
SA 1C ^a .			Kankakee.	From Herscher south.	3.074		
			Grundy.	See Part B, District 3.			
			Hamilton.	See Clark County.			
SBI 99.	102RS.	State	Hancock.	Ill. 61 in Augusta—Main St. from First St. east to Center St. and Center St. from Main St. north 240 ft.			
SBI 101.	103RS.	State	Hancock.	Ill. 101 in Augusta—Main St. from Center St. east to Green St.	0.347	22	10,982.35
FA 35.	(8, 11, 13)LS.	State	Hancock.	Ill. 146 from Elizabethtown northeast to SBI 140 (Ill. 1).	0.097	22	3,039.55
FA 35 Spur.	6RS.	State	Hardin.	Ill. 34 from Rosiclare north to SBI 34 (Ill. 34 & 146).	8.375		55,814.99
SBI 91A.	114-1.	*State	Henderson.	Ill. 164 at picnic area 2½ mi. south of Oquawka.	1.786	22	99,036.80
SA 2 ^a .			Henry.	Cleveland Rd. in Colona.			9,537.50
SBI 7.			Henry.	Ill. 84 in Green Rock.	0.057	14	65.00
SBI 3.	Dist. 2, Bit. Seal Coat '56-2.	State	Rock Island.	US 67 from Milan south.	0.218	16	236.31
SBI 3 Belt.			Rock Island.	Ill. 2 from SBI 80 (US 150) south of Moline west.	3.452	14	4,945.14
SBI 80.			Rock Island.	US 150 from SBI 3 (Ill. 2) south of East Moline south	0.208	20	979.49
SBI 80.			Rock Island.	Ill. 2 & 80 from Seventh St. (extended) south of East Moline west.	0.080	14	260.15
				See Part B, Districts 2 and 4.	1.547	14	5,223.11
SBI 49.			Henry.	US 52 from SBI 116 (Ill. 116) south to Cissna Park.			24,035.76
SBI 17.	Dist. 3, Patching '56-1.	*State	Kankakee.	Ill. 17 from Kankakee east to SBI 1 (Ill. 1).			12,876.30
SBI 49.			Kankakee.	US 52 from south limit of Kankakee south 4 mi.			6,867.36
SBI 49.			Kankakee.	US 54 from Kankakee northeast 14 mi.			25,752.60
SBI 44.			Kankakee.	US 45 & 52 from Bourbonnais north to county line.			16,309.98
SBI 13.	12-2, 12BR.	State	Iroquois.	See Part B, District 3.			
			Jackson.	Fifth St. Connection in Murphysboro from Walnut St. south to Bridge St. and Bridge St. from Big Muddy River to Dewey St.	0.600	22, 2@ 14	197,553.08
FA 14.	12-1B.	*State	Jackson.	Ill. 13 over Big Muddy River at Murphysboro.			1,000.00
FA 144.	29-I.	State	Jackson.	Ill. 127 from about 1 mi. south of Etherton south.	0.710		29,948.00
SBI 33.	5Z(W&RS).	State	Jasper.	See Alexander County.			
				Ill. 33 (Jourdan St.) in Newton from west city limit to IC RR.	0.043	40, 44, 65	11,049.04
				Ill. 130 (VanBuren St.) in Newton from Jourdan St. to south city limit.	0.773	40, 44, 68	123,529.11
SBI 130.		FA		See Clark County and Part B, District 7.	0.775	40, 44, 68	169,422.50

DIVISION OF HIGHWAYS

TABLE 18.—Continued.

PART A.—Continued.

Route ¹	Section	Class ²	County	Location	Length in Miles	Type ³	Width in Feet	Contract Price
SBI 15	14Z(W&RS)	FU	Jefferson	Ill. 15 (one-way couple) in Mt. Vernon—Main St. from 7th St. to Johnson St. and from 12th St. to 14th St. and Broadway from 4th St. to 7th St. and from 12th St. to L&N RR	0.610	PCC wdg., bit. surface Bridge repairs	42 to 58	141,528.30 1,714.18
SBI 15	13C-1	*State	Jefferson	US 460 about 3 mi. west of Mt. Vernon		Viaduct structure		119,591.90
SBI 142	110-2VB	FA	Jefferson	Ill. 37 over Southern RR about 4½ mi. north of Mt. Vernon				
SBI 5	31R	State	Jefferson	See Clark County and Part B, District 7				
			Jersey	See Greene County				
			Jo Daviess	US 20 in East Dubuque—approach to Mississippi River bridge				
SBI 1	(36&37)LS	State	Jo Daviess	See Part B, District 2	0.130	PCC pavement	14 to 36	125,289.86
SBI 1	38F-1	*State	Johnson	US 45 approximately from 1½ mi. south of Tunnel Hill southwest to 1½ mi. north of Vienna	3.908	Landscaping Reconst. bridge floor		20,447.50 15,413.74
FA 6	8RB & 8RF	FU	Johnson	From SBI 147 (Ill. 37) in Goreville west on Collins and Ferne Clyffe Sts. to Ferne Clyffe State Park	0.799	Flexible base, bit. surface	22	58,179.28
			Kane	See Alexander County and Part B, District 9				
				Elgin bypass over C&NW Ry., CMSt.P&P RR, CA&E RR and Fox River		Bridge substructure and fabricate steel		651,351.53
SBI 18	11 Ext.-RS	State	Kane	US 30 west-bound (Walnut and New York Sts.) in Aurora from Lake St. to Lincoln Ave.	0.461	Bituminous surface	38, 40, 46	70,525.99
SBI 64	127Z(W&RS)	State	Kane	Ill. 64 (West Main St.) in St. Charles from 7th St. east to 4th St.	0.188	PCC base wdg., bit. surface Remodel bridge New PCC deck on viaduct 2 culverts Bridge	52	53,340.05 23,504.70 9,853.70 6,686.25 40,836.70
SA 29 ^a	107B-1	State	Kane	Over Fox River at Montgomery				
FAS 106 ^a	53BR	State	Kane	Ill. 25 over CA&E RR about 1 mi. south of Batavia				
FAS 106 ^a	93T	*State	Kane	Ill. 25 about 2 mi. north of SBI 63 (Ill. 63)				
FAS 106 ^a	54B	State	Kane	Ill. 25 over Indian Creek in Aurora				
FAI 4	140-1	Int.-I	Kane	See Part B, District 1				
			Kankakee	Kankakee bypass from junction of SBI 25 (US 45 & 54) with SBI 49 (US 52) south of Kankakee north-east to Kankakee River	2.791	Heavy-duty flexible base, bit. surface Bridge repair Traffic control signals	20 to 24	628,209.03 2,514.50 15,143.24
SBI 1	6XB-1	*State	Kankakee	Ill. 1 over Kankakee River at Monevce				
SBI 44	P-TS	State	Kankakee	US 45 & 52 at Brookmont Ave. in Bradley				

SBI 44	Dist. 3, Bit. Underseal '56-1	*State	Kankakee	US 45 from Bourbonnais north to County line		75,000.00
SBI 69			Kendall	US 52 from SBI 47 (Ill. 47) east to County line		
FA 97			Kendall-LaSalle	US 52 from SBI 47 (Ill. 47) west to FA 97 (Ill. 71)		
SBI 17			LaSalle	Ill. 71 from SBI 69 (US 52) southwest 6 mi.		
SBI 116			LaSalle	Ill. 18 from Streator to Livingston County line		
			Livingston	Ill. 116 from Pontiac west to Flanagan		
SBI 65	652V B-1	*State	Kankakee	See Grundy and Iroquois Counties		
	Bristol Game Farm Rd.		Kendall	US 34 at EJ&E RR 4 mi. northeast of Oswego		20,727.75
SBI 8	52 RS	SB 275	Kendall	From SBI 47 (Ill. 47) in Bristol northwest to SBI 18 (US 34)		1,607.80
FA 99	Dist. 10, Traffic Signals '56-5	State	Kendall	See Kankakee County and Part B, District 3		
FA 99	1515-101.1	State	Knox	US 34 (Main St.) in Galesburg from Academy St. east to public square	60, 70	18,374.75
FA 99	125HB	FU	Knox	See Fulton County		
SBI 68	Dist. 1, Hwy. Lighting '56-1	State	Lake	US 41 (Edens Expressway) at Clavey Rd. in Highland Park		
FA 21	12VF	FA	Lake	US 41 (Edens Expressway) at Clavey Rd.		10,745.65
FA 21	12HF	FA	Lake	US 41 southbound under SBI 68 (Ill. 42A) northbound west of Waukegan		85,798.95
SBI 59	106-1-T	*State	Lake	US 41 at SA 6 (Ill. 132, Grand Ave.) in Gurnee		148,799.60
FAI 6	2A, 2HB	Int.-I	Lake	Ill. 120 over C&NW Ry. 2 mi. west of Waukegan		5,259.00
FAI 6	2B, 2HF, 2F-1	FA-I	LaSalle	Ill. 120 over FA 99 (US 41) 2 mi. west of Waukegan		115,396.81
FA 178	1F	FU	LaSalle	Ill. 59 at SA 6 (Ill. 132, Grand Ave.) in Fox Lake		98,073.96
SBI 7	X-2B-I	State	LaSalle	See DuPage County and Part B, District 1		10,831.25
SA 9	Maint. Patrol 37-0	State	LaSalle	AASHO Test Rd. between Ottawa and LaSalle		
SBI 12	2Z(W&RS)	FA	Lawrence	AASHO Test Rd.		2,025,000.00
SBI 6	11R&12R	FA	Lawrence	Over Illinois River, CB&Q RR, CRI&P RR, and Center St. at Peru		191,061.55
FAI 3	12R-3	Int.-I	Lee-Ogle	US 6 (Fifth St.) at east limit of Peru		1,084,514.97
SBI 116	112C-I	*State	Lee	Ill. 78—Illinois River bridge at Utica		31,384.70
FA 5	22XD-1	State	Livingston	See Kankakee County and Part B, District 3		8,960.00
			Livingston	US 50 (State St.) in Lawrenceville from Fourth St. westerly		
			Logan	See Clark County and Part B, District 7		
				Alt. US 30 approximately from 3 mi. west of Franklin Grove northeast to 3 mi. west of Rochelle		
				See Part B, District 2		
				US 66 from Ocoya southwest		
				Ill. 116 over Rooks Creek 5 mi. west of Pontiac		
				See Kankakee County and Part B, District 3		
				US 66 in Lincoln from Union St. to Jefferson St. and between 17th St. and 5th St.		
					1.172	39,407.32

TABLE 18.—Continued.

PART A.—Continued.

Route ¹	Section	Class ²	County	Location	Length in Miles	Type ³	Width in Feet	Contract Price
FA 119 SBI 121			Logan	US 136 southwest of Armington				622.40
SBI 43	Dist. 6, Patching '56-3	State	Logan-Macon-Tazewell	Ill. 121 from Warrensburg northwest to SBI 122 (Ill. 122) east of Delavan		Pavement patching		61,063.96
SBI 122 FA 161			Mason	US 136 from Havana east to junction of SBI 43 and 122 (US 136 and Ill. 10)				31,257.64
			Mason	US 136 from SBI 43 (Ill. 10) east to SBI 24 (Ill. 29)				15,742.16
SBI 3	Dist. 6, Bit. Underseal '56-1	*State	Logan-Sangamon	US 54 from northeast of Spaulding to SBI 121 (Ill. 121) east of Mt. Pulaski		Bit. underseal of pavt.		15,952.50
	38C	*State	McDonough	US 67 over LaMoine River north of Macomb		Bridge repairs		1,500.00
SBI 20	14X-Z	State	McDonough	See Fulton County and Part B, District 4				
	15 Ext.	State	McHenry	Ill. 120 (Elm St.) in McHenry from Richmond Rd. to Fox River bridge	0.301	PCC base wdg., bit. surface	56	76,568.08
FA 5 FA 5	1-TS 16Q	State *State	McHenry McLean McLean	Ill. 120 in Woodstock on Church St. from C&NW Ry. to Madison St., north on Madison St. to McHenry Ave., and northeast on McHenry Ave. to Seminary St.	0.352	Bituminous surface	27, 30, 38	25,468.28
SBI 48 SBI 121	126X-SF 138Z	FA FU	McLean Macon Macon	See Part B, District 1 US 66 at SBI 39 (US 150) southeast of Bloomington. US 66 near south limit of Bloomington	1.625	Traffic control signals. Bit. seal coat on frontage roads		29,963.50 1,867.00
			McLean	See Part B, District 3		Structural steel for subway		117,159.10
			Macon	Ill. 48 & 121 under IC RR at north edge of Decatur Ill. 121 (22nd St.) in Decatur from Staley's Viaduct north to near Olive St.	0.459	PCC pavement	2@24, 2@33, 2@36	376,582.92
FA 5	23-1-TS	State	Macon	See Champaign, Clark and Logan Counties and Part B, Districts 5 and 6		Traffic control signals		12,136.20
FA 4	201-TS	State	Macoupin Macoupin Madison	US 66 at FAS 728 (Ill. 38) east of White City See Part B, District 8		Traffic control signals		9,893.24
FA 12	33-1-F	State	Madison	Alt. US 67 at SBI 159 (Ill. 159) and at SA 1A (Milton Rd.) in East Alton		Intersection improvement		56,595.88
FA 132	60	FA	Madison	US 40 at SBI 11 (former US 40) about ¾ mi. northeast of Highland	0.332	PCC pavement	22	253,781.05
FA 132	1-11F	FU	Madison	Alton bypass from SBI 3 (Ill. 100) east to SBI 111 (US 67 & Ill. 111) near north city limit Alton bypass over Rodgers Ave. and Bloomer Drive near east city limit	0.728	Structural steel for hwy. grade separations		183,085.26

4-	FA	Madison	Ill. 111 (Central Ave.) from SBI 159 (Ill. 159) in Wood River south to South Roxana.	2.607	PCC pavement.	44, 2@24	878, 037.98
FA 132	1-Ts	Madison	US 67 at FA 5 (US 66) about 1 1/4 mi. west of Mitchell From SBI 4 (Alt. US 67) east of Venice southwest to south county line.		Traffic control signals.		13, 458.13
SBI 156		Monroe	Ill. 156 from Waterloo southwest to Harrisonville.				636.00
SBI 3		St. Clair	Ill. 3 from Piggott Ave. in East St. Louis to SBI 157 (Ill. 157) in Cahokia.				14, 602.00
SBI 3		St. Clair	Ill. 3 & 157 from south edge of Dupo north 1 mi.				4, 048.50
SBI 11		St. Clair	US 40 from FA 132 (Ill. 111) southwest to near SBI 12 (US 50) in East St. Louis.				1, 785.50
SBI 12	Dist. 8, Patching '56-4	St. Clair	US 50 from SBI 157 (Ill. 157) at French Village west to FA 132 (Ill. 111).		Pavement patching.		5, 980.50
SBI 12	*State	St. Clair	Former US 50 from FA 13 (US 50) southwest to FAS 840 (Ill. 161).				3, 149.50
SBI 157		St. Clair	Ill. 157 from SBI 3 (Ill. 3) in Cahokia northeast to SBI 13 (Ill. 13).				3, 141.00
SA 31a		St. Clair	From SBI 3 (Ill. 3) in National City northeast to county line.				7, 829.00
SBI 150 & FA 145		Washington	US 460 from SBI 15 (Ill. 15) south of Addieville west to county line.				3, 348.00
FA 168	1, 1B, 2, 2B, 3, 3B	Madison	See Part B, District 8.				14, 612.00
SBI 24	K-I	Marion	See Clark County and Part B, District 7.				
SBI 43A	2B-1	Marshall-Putnam	Ill. 87 from SBI 89 (Ill. 71) near Hennepin southerly to Lacon.	16.776	Flexible base, bit. surface, 6 bridges.	22	1, 572, 775.51
SBI 3	25BR	Marshall	See Part B, Districts 3 and 4.		Bridge pier protection.		19, 277.50
FA 5	(22, 117)Q-1	Mason-Menard	Ill. 29 over Salt Creek about 3 mi. north of Greenview.		Bridge repairs.		1, 500.00
SBI 3 & 78	144RS	Mason	See Logan County.		Culvert.		35, 096.75
SBI 10	33BR&33FR	Menard	Ill. 23 about 1 mi. east of Petersburg.		Bit. seal coat on frontage roads.		6, 090.00
SA 11a	F-BR	Mercer	See Mason County.		Bituminous surface.	38	39, 598.35
FAS 83a	Dist. 2, Bit.	Monroe	Ill. 94 over Pike Creek in Aledo.		Bridge.		142, 442.23
SBI 87	Seal Coat '56-1	Montgomery	See Madison County.		Culvert.		12, 499.00
FAI 5	10F-I	Morgan	US 66 near intersection with SBI 16 (Ill. 16) at Litchfield.	2.057	Bituminous seal coat.	20	5, 454.72
FAI 5	10E	Morgan	See Christian County and Part B, District 8.		Bituminous seal coat.	22	15, 213.53
FAI 5	9HF&9HF-1	Ogle	US 67 (South Main St.) in Jacksonville from Morgan St. to Michigan Ave.	1.213	Fabrication of structural steel for 4 spans.		182, 138.61
		Ogle	US 36 & 54 and Ill. 104 over Mauvaise Terre Creek near east limit of Jacksonville.	4.090	Erection of structural steel for all spans.		1, 108, 845.50
		Ogle	About 1 mi. east of Haldane.		Fabrication of structural steel for highway grade separations.		114, 986.42
		Ogle-Whiteside	From SBI 2 (Ill. 2) in Oregon southwest.				
		Ogle	From SBI 6 (Alt. US 30) in Sterling northeast to SBI 26 (US 52 & Ill. 26).	12.563			
		Peoria	See Lee County and Part B, District 2.				
		Peoria	Illinois River bridge at Peoria.				
		Peoria	Illinois River bridge at Peoria.				
		Peoria	Northwest bridge approach under Adams and Jefferson Sts. and the Adams-Washington St. ramp bridge.				

TABLE 18.—Continued.
PART A.—Continued.

Route ¹	Section	Class ²	County	Location	Length in Miles	Type ³	Width in Feet	Contract Price
FAI 5	9HF (2, 3, 4)	Int.-I	Peoria	Northwest bridge approach under Madison Ave., Monroe St. and Perry Ave. in Peoria		Fabrication of structural steel for highway grade separation		80,911.60
FAI 5 & SBI 9	9W-14, 9W-15, (44&45)W-1	State	Peoria	Northwest bridge approach in Peoria and US 24 & Ill. 9 in and west of Kingston Mines		Removal of 17 buildings		8,825.00
SBI 88	126(X&W, RS)	FU	Peoria	Ill. 88 from about ½ mi. north of SBI 174 (Ill. 174) northwest of Peoria southeast to Northmoor Rd.	2.129	PCC pavt., PCC base wdg. and bit. surface	2@ 22	449,445.31
SBI 88	130-TS	State	Peoria	Ill. 88 (Knoxville Ave.) at Glen Ave. and at Lake Ave north of Peoria		Traffic control signals		24,295.15
FA 172	11-HL	State	Peoria	US 150 (Reservoir Blvd.) at SBI 88 (Ill. 88, Knoxville Ave.) in Peoria		Highway lighting		17,598.75
SBI 8	17BR	State	Peoria	Ill. 116 about 2 mi. east of Farmington		Culvert		22,222.85
SBI 13	15A-1	State	Perry	Ill. 13 & 127 from Pyatts to south county line	0.663	Shoulder widening		25,989.72
FA 38	34A, 34B, 34, 34RS	FA	Pike	See Alexander County See Clark County and Part B, District 5 From SBI 105 (Ill. 104) west of Chambersburg south to Griggsville	7.197	Grading, 2 bridges, flexible base, bit. surface	22, 40	805,496.02
FA 158	3BR	FA	Pike	Ill. 96 over Atlas Creek about ¼ mi. southeast of Atlas		Bridge and approaches		24,108.20
SBI 36	20C-I	*State	Pike-Scott Pike	US 36 & 54 over Illinois River at Florence		Bridge repair		1,841.00
			Pope	See Part B, District 6				
			Pulaski	See Alexander County				
			Putnam	See Alexander County and Part B, District 9				
			Randolph	See Marshall County				
SBI 3	(74&75)/2	FA	Randolph	Ill. 3 approximately from ½ to ¾ mi. southeast of Ellis Grove	1.831	PCC pavement	24	368,371.57
SBI 3	(73X, 74, 75)LS	State	Randolph	Ill. 3 between Chester and Evansville	8.934	Landscaping		91,688.50
		SB 275	Randolph	Security Hospital road at Chester	0.554	Flexible base, bit. surface		104,352.45
			Randolph	See Alexander County and Part B, District 9				
			Richland	See Clark County and Part B, District 7				
SBI 3	1	FU	Rock Island	US 150 (one-way couple) in Rock Island on 5th Ave. from 11th St. to 27th St., on 4th Ave. from 20th St. to 26th St., on 26th St. from 4th Ave. to 5th Ave.	1.588	PCC pavement	44, 48, 60	681,000.80
SBI 80	111BR&111BY	FA	Rock Island	Ill. 80 in Port Byron and about ½ mi. northeast of Hampton		Bridge wdg., culvert		98,858.20

FA 4	64-1	FA	Rock Island St. Clair	See Henry County Ill. 3 & 157 relocation from SBI 157 (Ill. 157) in Cahokia south to Sec. 64-1V	1.208	PCC pavement	2@22	298,343.85
FA 4	64-1V	FA	St. Clair	Ill. 3 & 157 relocation—approaches to MP RR and canal structure; connection east to SBI 3 (present Ill. 3 & 157); connection west	0.451	PCC pavement	2@22	315,656.15
SBI 12	33YRS	State	St. Clair	US 50 (St. Clair Ave.) in East St. Louis from 32nd St. to 40th St.	0.536	Flexible base, bit. surface	22, 2@22	37,139.93
SBI 13	I-15d-I	State	St. Clair	Ill. 13 over Kaskaskia River overflow just west of New Athens	0.409	Bituminous surface	54	34,478.25
FA 14	28-2(SA, SB, SF)	FU	St. Clair	US 460 relocation from about 1/2 mi. northwest of SBI 158 (Ill. 158) near south limit of Belleville, northwest, including under IC RR	1.345	Grading, subway structure except fabrication of steel		639,822.38
FA 14	27-1VH(B&F)	FU	St. Clair	US 460 relocation over IC RR about 1 mi. southeast of Belleville		RR and hwy. grade separation structure		1,149,759.04
FA 14	(69&95)W&RS	FU	St. Clair	US 460 (Missouri Ave.) in Alorton from 35th St. to near SA 14 (Ill. 163)	1.030	PCC base wdg., bit. surface	52	108,084.78
SBI 15	27Z-RS	State	St. Clair	Ill. 15 (West Main St.) in Belleville from SBI 157 (Ill. 157) southeast to Southern RR	5.283	Bituminous surface	2@27.5	384,570.10
SBI 157	121-1	State	St. Clair	Ill. 157 at Centerville Station	0.356	PCC pavement	14, 24, var.	75,832.80
SBI 157	119V D-I	*State	St. Clair	Ill. 157 over L&N RR at French Village		Viaduct repairs		7,930.00
FAS 840a	146 I	State	St. Clair	Ill. 161 at Carson Drive about 3/4 mi. northwest of Belleville	0.337	PCC pavement	14, 22, var.	49,244.41
SBI 143	105C-I	*State	St. Clair	See Madison County and Part B, District 8		Bridge repairs		1,138.00
SBI 4	G	*State	Saline	Ill. 34 near north limit of Harrisburg		Drainage system repairs		770.00
FA 49	19X(2A&2HB)	FA	Sangamon	See Alexander County and Part B, District 9		Grading, hwy. grade separation		286,716.15
SBI 108	101	*State	Sangamon	See Christian and Logan Counties and Part B, District 6				
SBI 5	19V F-1&19F-1	FA	Schuyler	See Brown and Cass Counties				
SBI 5	19V F-1&19F-1	*State	Scott	See Pike County	0.210	Special ditch		6,252.75
FAI 5	(11, 13, 14)W-5	State-I	Shelby	Ill. 128 southwest of Shelbyville				
SBI 9	(7&6)W&RS	FA	Shelby	See Part B, District 7				
SBI 24	11 W&RS	FU	Stark	See Part B, District 4				
			Stephenson	US 20 over IC RR and two streams about 1, 1 1/4, and 1 1/2 mi. southeast of Freeport		Structural steel for viaduct and 2 bridges		152,796.05
			Stephenson	Structures last above		Unload and store above steel		7,527.08
			Tazewell	See Part B, District 2		Removal of 8 buildings		1,994.00
			Tazewell	Illinois River bridge southeast approach in East Peoria				
			Tazewell	In Morton—Ill. 121 (Main St.) from Stetzler St. to Jackson St. and US 150 (Jackson St.) from Main St. to east city limit	0.982	PCC base wdg., bit. surface	38 to 52	168,349.40
			Tazewell	Ill. 29 (Main St.) from near Silver St. in East Peoria to about 1/4 mi. southwest of north limit of Creve Coeur	0.691	PCC base wdg., bit. surface	2@24	189,575.43

FAI 3	30R	Int. I	Will	US 66 relocation from about 4 mi. south of Blodgett southwest to Braidwood	5.339	PCC pavement	2@24	1,639,665.76
FA 5	D-RS2-I	*State	Will	Ill. 4A between 20th St. and 21st St. in Lockport		Drainage improvement		2,553.00
SBI 44	19B-I	*State	Will	US 52 at Hickory Creek at south limit of Joliet		Drainage correction		15,294.00
SBI 44	17A-I	*State	Will	US 52 near Wilton Center	0.338	Grading and drainage		11,569.60
SBI 53	535(B-1&F-1)	FA	Will	Ill. 7 over DesPlaines River at Lockport		Bridge		343,644.63
SBI 113(S)	(110E, 111, 112)I	*State	Will	Ill. 113S from near south county line northwest toward Wilmington	5.313	Re-grading shoulders		18,600.00
SA 37 ^a	35I	*State	Will	143rd St. from FA 5 (Ill. 4A) east to county line	5.700	Shldr. stabilization		69,076.00
SA 49 ^a	32I	*State	Will	Exchange St. in Crete from Western Ave. east	0.417	Grading and drainage		8,718.60
SA 11 ^a	E-15d-Q	*State	Williamson	See DuPage County and Part B, Districts 1 and 3 Between Colp and Blairville	0.696	Bit. surface treatment of shldrs.		
SA 13 ^a	P-15d-B	State	Williamson	South of and within 1/2 mi. of Marion		2 bridges, 1 culvert		3,519.00
FA 188	I	FU	Winnebago	See Alexander County and Part B, District 9				75,840.35
SBI 2	76FR	FA	Winnebago	US 51—approaches and ramps to Auburn St. grade separation in Rockford	0.438	PCC pavement	2@24	448,609.21
SBI 116	(107&108)W&RS	State	Woodford	Ill. 2 (Blackhawk Blvd.) over Turtle Creek in South Beloit		Structural steel for bridge		60,153.65
				Ill. 116 (Front and Hussemann Sts.) in Roanoke from near west limit to about 350 ft. east of Douglas St.	1.094	Flexible base wdg., bit. surface	38	147,357.20
			Woodford	See Part B, District 4				
	1956 Guardfence Replacements			Various locations				
	Dist. 2	*State						25,240.00
	Dist. 3							41,800.00
	Dist. 5							90,737.00
	Dist. 6	FA		1 primary highway railroad crossing		Track relocation and automatic protection		93,163.50
		FA		3 primary highway railroad crossings		Automatic protection		327,529.00
		State		32 primary highway railroad crossings		Automatic protection		75,274.00
		State		3 primary highway railroad crossings		Miscellaneous improvements		311,250.80
								3,873.00
				Primary Highways				\$51,967,399.34
				Secondary Roads				1,246,285.97
				Total, Part A				\$53,213,685.31

TABLE 18.—Continued.
PART B.—REHABILITATION OF EXISTING PAVEMENTS BY WIDENING AND BITUMINOUS SURFACING, INCLUDING RELATED BRIDGE WORK.

Dis- trict	Route ¹	Section	Class ²	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- Width Base	Width in Feet	Number of Bridges ^c	Contract Price
1	FA 5	2i	State	Cook-Will	Ill. 4A (Archer Ave.) from Lockport north east to near Cook-Will County line	3.896			18		35,420.00
	SA 37 ^a		State	Will	Lockport east 3.000 mi. and patching only on 2.672 mi. east to Cook-Will County line	3.000			18		35,967.86
1	SA 7 ^a	0-RS	State	DuPage	St. Charles Rd. in Villa Park from Addison Ave. to Monterey Ave.	1.290			40		49,811.18
1	SBI 6	3i	State	DuPage-Kane	Alt. US 30 from east limit of Geneva east to FAS 140 (Winfield Rd.)	7.769			40, 2 @ 20		232,908.25
1	SBI 22	5i	State	Kane	Ill. 31 from Elgin north to West Dundee	2.870			18, 22		38,177.20
	SA 1A ^a		State	Kane	Ill. 72 from West Dundee west to Gilberts	4.470			18, 22		75,277.80
1	SBI 22	6i	State	Kane-McHenry	Ill. 31 from West Dundee north to SBI 19 (US 14) southeast of Crystal Lake	8.571			18		135,802.20
1	FA 177	8i	State	Lake	US 45 from SBI 20 (Ill. 120) south to about ¼ mi. north of Mundelein	3.902			20, 2 @ 20		76,784.00
1	SBI 21	1Y-RS-2	State	Lake	US 45 approximately 1 mi. north of Wheeling	0.220			44		18,771.50
1	SBI 59	7i	State	Lake	Ill. 59 from Antioch south	5.649			18, 40		96,392.20
	SBI 173			Lake	Ill. 173 from Antioch west	3.083			20		51,319.10
	SA 6 ^a			Lake	Ill. 132 from near east limit of Lake Villa west to SBI 59 (Ill. 59)	3.346			18, 20		53,808.55
1	SBI 42	10i	State	Lake	Ill. 42 (Sheridan Rd.) at two bridges in Highland Park	40.093			36		2,520.20
	SBI 59			Lake	Ill. 59 from about 2½ mi. south of Wauconda south	40.083			20		3,003.36
	SBI 59A			Lake	Ill. 59A (Westleigh Rd.) west from junction with SBI 42 (Ill. 42) in Lake Forest	40.069			22 to 58		3,018.26
	SBI 176			Lake	Ill. 176 between Mundelein and Island Lake	42.535			20		42,707.34
	SA 8 ^a			Lake	Between SBI 20 (Ill. 120) and SBI 59 (US 12) south of Volo, and about 2 mi. south-east of Wauconda at Lakes Corner	40.648			18, 20		14,002.52
	SA 20 ^a			Lake	22nd St. in North Chicago between FA 42 (Ill. 131, Green Bay Rd.) and Lewis Ave.	40.524			18		13,608.48

1	SBI 7	9j	State	Will	US 6 in and west of Channahon	1,609			18, 21, 23.5		25, 772.75
1	SA 6a	1j	State	Will	From Manhattan east to about 2 mi. east of SBI 51 (US 45)	7,373			18		115,851.55
2	SBI 18 SBI 88	3j	State	Bureau Bureau	US 34 between Princeton and LaMoille. Ill. 88 from SBI 7 (US 6) east of Sheffield north 4½ mi.	42,150			18		25,290.10
	SBI 162 FA 154			Bureau Bureau	Ill. 89 between LaMoille and Spring Valley US 6 from SBI 162 (Ill. 89) east of Seatonville west 4½ mi.	40,300 41,550			18		3,633.45 19,463.70
	SBI 78 SBI 2			Henry Lee	Ill. 78 about 3½ mi. south of Annawan. US 52 from Dixon to 3 mi. southeast of Amboy	40,400 40,300			20 18		8,255.98 3,580.45
						44,248			18		49,678.82
2	SBI 80 SBI 5	1j	State	Carroll-JoDavies JoDavies-Stephenson	Ill. 80 from Savanna north to SBI 5 (US 20) US 20 from Freeport northwest to SBI 80	44,691 49,504			18, 22 18, 22		62,032.00 111,933.50
2	SBI 27	2j	State	Carroll	US 52 & Ill. 64 from Mt. Carroll easterly to Brookville	43,000			18		28,905.50
	SBI 26 SBI 72			Lee-Ogle-Stephenson Ogle	Ill. 126 from Dixon north to Freeport Ill. 72 from Forreston east to east County line	49,719 42,838			18, 22 18		96,927.00 28,969.00
	SBI 77 SBI 74			Ogle Stephenson	Ill. 64 from Brookville east to SBI 70 (US 51) Ill. 26 from Freeport north to Wisconsin line	41,109 45,200			18 18		11,090.50 52,283.00
2	SBI 86	105 (RS, W, BY)	FA	Whiteside	Ill. 2 from Lyndon northeast to about ½ mi. northeast of Como	10,271	8.554	1.664	24 2 @ 3, 24		253,613.37 411,842.69
2	SBI 6	20 RS	FA State State	Whiteside	US 30 from SBI 80 (Ill. 80) at Fulton east	1,888			18		17,936.80 37,373.50
3	SBI 23		State	DeKalb-LaSalle	Ill. 23 from DeKalb southerly to SBI 18 (US 34)	21,083			18, 19		334,856.05
3	SBI 8	25B-1, 23BY, 22BY	FA	Ford-Iroquois-Livingston	US 24 between Forrest and west of Gilman				6		269,679.93
3	SBI 47	11X (RS & W)	State	Grundy-Kendall	Ill. 47 from Jackson St. in Morris north to SBI 7 (US 6)	1,191	0.053	0.045	24 2 @ 3, 24		13,155.45 9,091.13
	SBI 47	109, 110, G, Q)RS & W, 109B, 110B-1	FA	Grundy-Kendall	Ill. 47 from SBI 7 (US 6) north to FA 97 (Ill. 71) south of Yorkville	17,326	14.976	2.183	22, 24 2 @ 3, 24		288,712.45 516,549.08 111,996.25
3	SBI 113	113, 113W, 114)RS	State	Grundy-Will	Ill. 113S from SBI 47 (Ill. 47) east to FA 5 (US 66) west of Wilmington	11,596			18, 27		126,574.80

DIVISION OF HIGHWAYS

TABLE 18.—Continued.
PART B.—Continued.

Dis- trict	Route ¹	Section	Class ²	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- Width Base	Width in Feet	Number of Bridges	Contract Price
3	SBI 1	FR	FA	Iroquois	Ill. 1 bridge over Iroquois River about ½ mi. north of Watseka—steel fabrication only					1	79,958.58
3	SBI 69	3i	State	Kendall	US 52 from LaSalle-Kendall County line east	1.700			18		20,112.75
3	SBI 23	1i	State	LaSalle	Ill. 23 from near north limit of Ottawa north to SBI 18 (US 34)	2.220			18		59,992.30
3	SBI 23	1-BY	State	LaSalle	Ill. 23 about 4 mi. south of Ottawa					1	10,633.70
3	SBI 23	3(RS, W, BR)	FA	LaSalle	US 52 & Ill. 23 from SBI 69 (East) south- west to SBI 69 (West)	2.143	0.672	1.471	22, 24		43,926.65 220,809.10 46,342.50
	SBI 69	(121, 122, 123, 3)RS & W, 121B-1, 3BR	FA	LaSalle	US 52 from SBI 23 (Ill. 23) west to SBI 2 (US 51)	15.067	14.103	0.945		1	347,566.50 396,549.47 83,543.85
3	SBI 9	2i	State	McLean	Ill. 9 between Gibson City and Bloomington	48.080			18		208,163.90
3	SBI 39	1(RS & W)	FA	McLean	US 150 from Bloomington southeast	2.423	2.031	20.380	22, 24, 2 @ 2, 2 @ 3		206,528.45
3	SBI 2	68 BY	FA	Marshall	US 51 about 2½ and 3 mi. north of Wenona					2	49,503.10
4	SBI 78	(134 & 135)RS&W	FA	Fulton	Ill. 78 from Canton north to Norris	3.925	2.370	1.555	22		94,092.80 274,552.95
4	SBI 98	2i	State	Fulton-McDonough	US 136 from SBI 9 (Ill. 41) southeast to SBI 31 (US 24) at Duncans Mills	2.329			18		87,401.70
	SBI 95			Hancock-McDonough	Ill. 9 from Bushnell west to LaHarpe	40.729			18		85,062.60
	SBI 3			McDonough	US 67 from Macomb north to SBI 95 (Ill. 9)	40.474			18		13,265.90

4	SBI 78	1i	State	Henry-Stark-Peoria	Ill. 78 from SBI 28 (US 34) east of Galva south to SBI 91 (US 150)	23.316 20.369			18 22, 44		83,092.36 9,637.84
	SBI 29			Marshall	Ill. 29 from Sparland south 1½ mi.						107,822.73
	SBI 90			Marshall	Ill. 17 from Illinois River east of Sparland west to SBI 88 (Ill. 88)	25.396			18		86,348.86
	SBI 90			Peoria	Ill. 90 from Princeville west to SBI 78 (Ill. 78)	25.849			18		
4	SBI 30	(B&BC)RS	State	Peoria	Former US 150 from near Glen Ave. north-west of Peoria northwest to present US 150	2.361			18, 19		45,440.95
4	SBI 9	6(RS, W, BR)	FA	Tazewell	US 150 from Morton east to ½ mi. south of Deer Creek	5.941	25.941		22	1	256,937.04 72,973.40
4	SBI 9	(5 & 11)RS&W	FA	Woodford	US 150 from Goodfield easterly to about ¾ mi. east of Congerville	7.764	27.764		22		363,590.30
5	SBI 39 SBI 47	2i	State	Champaign	US 150 in and west of Mahomet	20.195			18		8,763.18
	SBI 119 SBI 49			Champaign-Vermilion-Edgar-Douglas	Ill. 47 between Champaign-Ford County line and SBI 10 (US 150)	20.216 20.577			18 18		7,450.16 18,523.36
5	SBI 2	15 FR	FA	Christian	US 136 between Fisher and Gifford	20.682			18		48,980.60
5	SBI 16	5(BY & BY-1)	FA	Coles	Ill. 49 between Ogden and SBI 121 (US 36)					1	25,403.23
5	SBI 9	(13, 3, 2, 46)RS & W (13, 3, 2)BY	FA	Ford-Vermilion	US 51 bridge over Flat Branch Creek about ¾ mi. south of Moweaqua—steel fabrication only	9.928	9.913		22 2 @ 2, 2 @ 3	3	247,583.22 316,581.27 33,361.40
5	SBI 2	47 BY	FA	Macon	Ill. 16 about 2½ mi. east and at east limit of Charleston					1	13,735.55
5	SBI 10	(7, 8, 28)RS&W, SBR	FAS FAS State	Piatt	US 51 about ½ mi. south of Macon	8.931	8.260		22 4, 2 @ 2, 22	1	259,968.14 4517,304.10 53,818.20
5	SBI 10	(34, 35, 36)RS&W	FA	Vermilion	US 150 from Middle Fork of Vermilion River west to SBI 49 (Ill. 49)—north	10.067	28.557	21.211			594,469.58
5	SBI 1	1i	State	Vermilion	Ill. 1 from 1½ mi. south of south limit of Danville north to Hoopeston	21.669			18 to 40		54,324.32
	SBI 10			Vermilion	US 136 from east limit of Danville east about 1¼ mi.	20.134			22		5,373.38
	SBI 49			Vermilion	Ill. 49 from north county line south to SBI 10 (US 150)	21.660			18, 22		86,632.30
	SBI 119			Vermilion	Ill. 119 from SBI 1 (Ill. 1) southeast to 1 mi. south of Alvin	20.426			18, 19, 20		13,479.05
	SA 10 ^a SA 20 ^a			Vermilion	From about 2 mi. south of Oakwood south from west limit of Danville northwest	20.086 20.892			19 18		11,217.15 21,873.30

TABLE 18.—Continued.

PART B.—Continued

Dis- trict	Route ¹	Section	Class ²	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- Width Base	Width in Feet	Number of Bridges ^c	Contract Price
6	SBI 31-----	(1, 2, 3)RS & W-----	FA-----	Adams-----	US 24 from Coatsburg southwest to SBI 36 (Ill. 96)-----	10.831	6.229	4.602	22, 23, 31 2 @ 2, 22		219,679.30 666,962.60
6	SBI 31-----	(5&6)RS & W-----	FA-----	Adams-Brown-----	US 24 about from 1 mi. west of Clayton east to 1 mi. east of the Adams-Brown County line-----	5.073	1.909	3.379	22 2 @ 2, 23, 5		151,949.85 303,845.20
6	FA 4-----	86-1 & 6X-3, (86-1 & 6X-3)RS-----	FA-----	Cass-----	US 67 from SBI 100 (Ill. 100) near south limit of Beardstown east to about 1½ mi. west of Bluff Springs-----	4.591	1.530	2.946	22 4, 2 @ 2, 22		100,288.00 476,046.90
6	SBI 78-----	146 (RS & W)-----	FA-----	Cass-----	US 67 from Hardin St. in Virginia southerly to south county line-----	5.223	5.180		22 2 @ 2		128,789.10 72,124.96
6	SBI 24-----	2j-----	State-----	Christian-----	Ill. 29 between Taylorville and Pana-----	49.137			18		127,794.35
6	SBI 10-----	(13 & 14) RS-----	State-----	Macon-----	US 36 from Victoria Ave. in Decatur west to Harristown-----	5.070			18		85,377.70
6	SBI 48-----	127 BY-----	FA-----	Macon-----	Ill. 48 over Sangamon River south of De- catur-----					1	133,412.40
6	SBI 36-----	(14, 15, 16, 19)RS & W, 15BR, 15BY, 19B-1-----	FA-----	Pike-----	US 36 from Kinderhook easterly to about ½ mi. east of east limit of Barry-----	7.781	2.770	4.511	22, 4, 2 @ 2	3	659,328.28 195,290.21
6	SBI 36-----	18 BR-----	FA-----	Pike-----	US 36 over Kaiser Creek about 6 mi. south- east of Barry-----					1	55,832.40
6	SBI 4-----	(G&H)RS, C-RS-1-----	State-----	Sangamon-----	Ill. 4 from Jerome southwest to SBI 104 (Ill. 104) west of Auburn-----	43.901			18, 20		82,488.60

7	SBI 25	1j	State	Clay-Effingham-Wayne	US 45 between Fairfield and Effingham	40.931			18		26,381.65
	SBI 181			Crawford, Lawrence	Ill. 33 between Palestine and SBI 12 (US 50)						23,443.15
	SBI 1			Edwards-Wabash	Ill. 15 between Albion and Mt. Carmel	40.708			18		9,064.20
	SBI 11			Effingham	US 40 between Effingham and Keptown	40.275			18		1,222.75
	SBI 33			Effingham-Jasper	Ill. 33 between Effingham and Newton	40.038			18		20,168.30
	SBI 130			Jasper-Richland-Edwards	Ill. 130 between Newton and Samsville	40.705					27,471.10
	SBI 12			Lawrence	US 50 between Lawrenceville and Wabash River	40.905			18		14,786.95
	SBI 128				Ill. 128 between Cowden and SBI 11 (US 40)	40.527			18		1,234.95
	SBI 140			Shelby	US 45 south of Fairfield	40.040			18		2,222.25
				Wayne		40.079					
7	SBI 11	U-2BY & VB-2, U-2BY-2	State	Fayette	Alt. US 40 about 1½, 2, and 4 mi. east of Vandalia					3	99,993.35
7	SBI 15	(16 & 18)BY	FA	Jefferson-Wayne	Ill. 15 about 1 mi. north of Bluford and ¼ mi. north of Sims					2	61,066.75
7	SBI 1	12B-2 (13 & 15)BY, 15B-2 13 (B & F)2	FA State	Lawrence-Wabash	Ill. 1 between Lawrenceville and Mt. Carmel					4	253,058.11
										1	152,584.56
7	SBI 142	106 RS	State	Marion	Ill. 37 from northeast of Alma southerly to about 1 mi. north of Salem	3.905			18		45,592.24
7	SBI 142	108 BY	FA	Marion	Ill. 37 about 1¾ mi. south of Salem						46,570.80
7	SBI 15	18BR-1, 19B-2	FA	Wayne	Ill. 15 between Fairfield and Wayne City					4	141,647.40
7	SBI 15	(22, 23, 24, 20)RS & W	FA	Wayne	Ill. 15 from east county line west to about 2½ mi. west of Fairfield, except portion in Fairfield	12.033					247,747.44
							5.961	6.962	22 @ 2, 22, var.		1,580,339.74
8	FA 164	1j	State	Greene	US 67 from Greenfield north to the Greene-Macoupin County line	47.426			22		98,799.54
	SBI 111			Macoupin	Ill. 111 from Reeder southwest to Medora	42.655			18		29,056.08
8	FA 13	22-1, 22-2, 23-1)RS	FA-I	Macoupin-Montgomery	US 66, SBI 16 (Ill. 16) at Litchfield southwest to about 2 mi. southwest of Mt. Olive						
						11.482			24, 36		274,112.70
8	SBI 110	2j	State	Macoupin	Ill. 112 from SBI 110 (Ill. 138) south to Bunker Hill	41.061			18		14,408.00
	SBI 112			Macoupin-Madison	Ill. 112 from Bunker Hill south to Edwardsville	41.272			18		22,185.00
8	SBI 11	30(RS & W)	FA	Madison	US 40 & City US 40 from Vandalia St. & Indiana Ave. in Collinsville northeast to SBI 159 (Ill. 159)	1.888					99,522.91
							1.843		2 @ 24 2 @ 6		216,790.75

DIVISION OF HIGHWAYS

TABLE 18.—Continued.

PART B.—Concluded.

Dis- trict	Route ¹	Section	Class ²	County	Location	Miles of Bitumi- nous Surface	Miles of Base Widen- ing	Miles of Full- Width Base	Width in Feet	Number of Bridges ³	Contract Price
8	FA 132-----	(6-1 & 6-2)RS-----	State---	Madison-----	Ill. 111 from about 1¼ mi. south of junction with SBI 4 (US 66 & US 40 Bypass), south-----	2.233	-----	-----	22, 24	-----	151,536.67
8	SBI 157-----	59C-RS-----	*State---	St. Clair-----	Ill. 157 structures over Canteen Creek and Pennsylvania RR and approaches in Caseyville-----	0.215	-----	-----	20, 40	-----	10,390.75
9	SBI 150-----	(136 & 137)RS & W-----	FA-----	Alexander-----	Ill. 3 & 127 from Cache southeast to SBI 2 (US 51)-----	4.874	4.190	0.684	22, 2 @ 1, 2 @ 2-----	-----	381,900.07
9	SBI 13-----	1j-----	State---	Gallatin-Saline- Williamson-----	Ill. 13 from Delta Mine Rd. east of Marion east to (New) Shawneetown-----	411.650	-----	-----	18, 20	-----	167,927.25
9	SBI 147-----	116BR-----	FA-----	Johnson-Pulaski-----	Ill. 37 over Cache River and Kitchell Slough about 2 and 1¼ mi. west of Karnak-----	-----	-----	-----	-----	2	269,150.12
9	SBI 1-----	2j-----	State---	Johnson-----	US 45 from Vienna northeast to New Burn- side-----	43.240	-----	-----	18	-----	57,170.45
	SBI 147-----	-----	-----	Johnson-Pulaski-----	Ill. 37 from Cypress south to New Grand Chain-----	46.060	-----	-----	18	-----	79,826.87
	SBI 146-----	-----	-----	Johnson-Union-----	Ill. 146 from Vienna west to Anna-----	44.660	-----	-----	18	-----	72,221.98
9	SBI 1-----	34(RS-2, W-1, B-1)-----	FA-----	Johnson-Williamson-----	US 45 from Stonefort southwest to New Burnside-----	2.324	1.690	0.617	24	-----	54,359.20 257,542.58 46,951.55
9	SBI 150----- SBI 151-----	1955-2j-----	State---	Randolph----- Randolph-----	Ill. 150 & 43 between Chester and Sparta----- Ill. 150 between Steeleville and Percy-----	411.620 42.775	-----	-----	18 18	-----	142,260.31 32,023.11
10	SA 100 ^a -----	1956-14 RS-----	State---	Cook-----	Harrison St. in Hillside from SA 016 (Wolf Rd.) to SBI 46 (US 12, 20, 45, Mannheim Rd.)-----	0.639	-----	-----	20	-----	16,469.35
10	SBI 53-----	(531 & 532)RS & W-----	State---	Cook-----	Ill. 53 (Hicks Rd. & Rohlwing Rd.) from SBI 19 (US 14, Northwest Hwy.) south to SBI 63 (Ill. 72, Higgins Rd.)-----	4.923	4.314	-----	24 2 @ 2-----	-----	112,500.84 57,333.95

Primary Highways--					
Continuous bituminous surfacing-----	259.560	31.253	6.786		\$7,096,535.86
Intermittent bituminous surfacing-----	151.775				2,589,763.54
Base widening or full-width base-----		93.350	27.032		6,381,076.47
Bridges-----				49	2,468,678.24
Totals for Primary Highways-----	411.335	124.603	33.818	49	\$18,536,054.11
Secondary Roads--					
Continuous bituminous surfacing-----	20.118				347,186.29
Intermittent bituminous surfacing-----	2.150				60,701.45
Totals for Secondary Roads-----	22.268				\$ 407,887.74
Totals, Part B-----	433.603	124.603	33.818	49	\$18,943,941.85
Totals, Part A and B-----					\$72,157,627.16

NOTE:

Type of bituminous surface on all projects included in Part B is Subclass I-11.

- a. Secondary road improvement.
- b. Converting existing 2 lanes to divided 4 lanes.
- c. Consists only of structures awarded separately from surfacing or pavement widening; includes some culverts or culvert extensions.
- d. Intermittent surfacing; mileage is total length to be improved within location described.
- e. Contract for this part of improvement awarded before 1956.
- f. Contract for this part of improvement to be awarded after 1956.
- g. Included in bituminous surfacing contracts.
- h. To be financed with Federal-aid secondary funds but included in this tabulation because improvement is on a State (but not Federal) primary route. Duplicated in Table 51 of Section X.
- i. Flexible base.
- j. 1956 Bituminous Surfacing Number in District.

¹ SBIState Bond Issue
FAIFederal-aid Interstate
FAFederal-aid Primary
FASFederal-aid Secondary
SAState Aid

MEANING OF ABBREVIATIONS AND TERMS USED IN THIS TABLE.

² State.....To be financed entirely with State funds.
FA.....To be financed with regular Federal-aid funds and matching State funds.
FU.....To be financed with Federal-aid urban funds and matching State and/or municipal funds.
Int.....To be financed with Federal-aid funds provided for improving the National System of Interstate Highways and matching State funds.
SB 275....Improvements to be made under provisions of Senate Bill 275 of 68th General Assembly and to be financed entirely with State funds.
I.....Located on National System of Interstate Highways.
*.....To be constructed by State day labor forces.

³ PCC.....Portland Cement Concrete
Pavt.....Pavement
Bit.....Bituminous
Shldrs.....Shoulders
Wdg.....Widening
Reconst.....Reconstruction
Impvt.....Improvement

IV. CONSTRUCTION

1. FUNCTIONS AND DUTIES OF THE BUREAU OF CONSTRUCTION.—The Bureau of Construction has general supervision of all State highway contracts from the time the contracts are awarded until the construction work is completed and accepted. General construction policies and uniform practices are developed in cooperation with the district offices through field engineers of the Bureau who inspect active State construction projects at intervals during the construction season. Representatives of the Bureau of Construction serve on the Soils Committee, Detour Committee, Specifications Committee, and other committees which deal with problems that concern the Division of Highways.

The Bureau of Construction approves changes in plans involving contract quantities, checks and approves contractors' payment estimates, audits and approves bills from municipalities, railroads, and utility companies for construction work performed under agreements with the State. Vouchers for Federal-aid reimbursement are prepared in the Bureau and statistical information relative to construction work is compiled. Contractors' prequalification ratings (as to experience and equipment) are computed in the Bureau of Construction. The Bureau operates core drilling equipment which is used to check the thickness of new portland cement concrete pavements and to obtain specimens for testing purposes.

2. CONTRACT AND DAY LABOR WORK COMPLETED IN 1956.—Table 19 summarizes the mileages and quantities of the various types of highway construction completed during 1956. The totals include maintenance contract work, which is performed under the general supervision of the Bureau of Construction. Construction by counties, cities, and townships under State supervision is not included in this table.

During the 1956 construction season, 560.61 miles of surfacing were completed on the State primary system and 491.05 miles on secondary roads. Other work consisted of placing 1,871,437 square yards of intermittent bituminous resurfacing; grading 17.06 miles under separate contract; building 78 new bridges and rehabilitating 61 others; constructing 39 grade separation structures; and miscellaneous work.

Disbursements during the year by the State for highway construction totaled \$98,371,246.01, including amounts of \$90,534,695.72

expended directly by the State, \$3,789,050.29 paid to Cook County and the City of Chicago as the State's share of expressway contracts awarded by the county and city, and \$4,047,500.00 advanced for servicing Cook County expressway bonds. Construction expenditures included \$12,477,620.67 for right-of-way. A detailed analysis of 1956 disbursements may be found in Table 11 of this report.

Table 20 shows the status of contracts and day labor projects which were under construction in 1956.

TABLE 19.—STATE CONSTRUCTION COMPLETED DURING 1956.

Type of Construction	Unit	Construction on State Highways		Total
		Primary	Secondary	
Surfaces:				
PCC pavement.....	Miles	98.19	10.53	108.72
PCC pavement widening.....	Miles	90.23	4.19	94.42*
PCC base course (two lanes or more).....	Miles	21.96	.15	22.11*
Flexible base course.....	Miles	1.31		1.31*
Bituminous concrete surface on flexible base.....	Miles	13.09	6.69	19.78
Bituminous surfacing on rigid pavement:				
Bituminous concrete, subclass I-11.....	Miles	271.63	25.79	297.42**
Bituminous surfacing and reconstruction of existing gravel or crushed-stone surface:				
Subclass A-1.....	Miles	15.88	38.77	54.65
Subclass A-3.....	Miles	22.45	85.85	108.30
Subclass B-3.....	Miles		4.26	4.26
Subclass B-4.....	Miles	0.57	38.16	38.73
Subclass SC-3.....	Miles	11.51		11.51
Subclass H-1.....	Miles		0.41	0.41
Gravel or crushed-stone base and bituminous surface course:				
Subclass A-2.....	Miles		2.69	2.69
Subclass A-3.....	Miles	13.79	91.19	104.98
Subclass A-3, soil-cement base.....	Miles		28.43	28.43
Soil-cement base course widening.....	Miles		3.95	3.95
Subclass B-3.....	Miles		9.22	9.22
Subclass B-4.....	Miles		3.68	3.68
Gravel or crushed-stone surface:				
Type A.....	Miles		29.42	29.42
Type B.....	Miles		100.82	100.82
Grave or crushed-stone base.....	Miles		6.85	6.85
Total Surfaces.....		560.61	491.05	1,051.66
Intermittent bituminous resurfacing:				
Subclass I-11 (modified).....	Sq. Yds.	1,792,152	79,285	1,871,437
Grading (separate contracts).....	Miles	8.17	8.89	17.06
Structures:				
Bridges.....	Number	37	41	78
Bridges, widened.....	Number	15	0	15
Bridges, repaired.....	Number	37	9	46
Highway grade separations.....	Number	20	0	20
Railroad grade separations.....	Number	17	2	19
Railroad grade separation, repairs.....	Number	1	0	1
Bridges, painted.....	Number	60	3	63

* This construction was performed in order to prepare old 18-foot and 20-foot rigid pavements for resurfacing with bituminous concrete.

** Includes 68.93 miles of 1½-inch and 2-inch surfacing which is the first stage of two-stage construction.

TABLE 20.—STATE CONTRACTS UNDER CONSTRUCTION DURING 1956.
PORTLAND CEMENT CONCRETE PAYEMENT.

Route	Section	County	Width in Feet	Contractor	Mileage Completed 1956	Mileage Uncom-pleted
SBI 1	47-Z-3	Vermilion	44, 46 & Var.	McCalman Construction Co.	0.19	0.07
SBI 2, 14	4RS-1, 1RS-1	Perry	2@24, 24, Var.	Triangle Construction Co.	0.25	
SBI 3	1	Rock Island	44, 48, 60, Var.	Central Engineering Co.	1.59	
SBI 3	(74, 75)2	Randolph	24	M. Hoeffken Co. and Hoeffken Bros., Inc.		1.83
SBI 5	31-R	JoDavies	14, 36, Var.	Gund-Graham Co.	0.13	
SBI 6	7 Ext. (W, RS)	DeKalb	2@12	Chas. E. Giertz & Son	0.38	
SBI 6	11R	Lee-Ogle	22	Clark Brothers Co.	6.53	
SBI 6	12R	Lee	22	The Standard Paving Co.	8.25	
SBI 9	(43, 44)R	Peoria-Fulton	24	McDougal-Hartmann Co.		5.31
SBI 13						
FA 14, 101	12-1, 12-2A	Jackson	2@22, 22, Var.	McDougal-Hartmann Co.	6.27	
SBI 13	12-2, 12-BR	Jackson	2@14, 22, Var.	Triangle Construction Co.		0.60
SBI 15	(22, 23, 24, 20)W	Wayne	14, 22, Var.	M. Hoeffken Co. and Hoeffken Bros., Inc.	2.99	
SBI 22	G-VB	Kane	22	E. M. Melahn Construction Co.	0.29	
SBI 24						
FA 9, 9 Spur	11(R-1), 12-A, 11-A	Tazewell	2@24	Jansen & Schaefer	1.13	
SBI 24	11W-1	Tazewell	24, 2@24	Jansen & Schaefer		1.87
SBI 53	535B-1	Will	20	E. H. Swenson & Son		0.24
SBI 78, 40	109R & 4-I	Carroll	22	Gund-Graham Co.	0.16	
SBI 80	111BR, 111BY	Rock Island	22	Fred R. McKenzie & Co.	0.29	
SBI 88	126(X & W)	Peoria	2@22	I. D. Lane Co.	1.33	0.14
SBI 121	138-Z	Macon	2@24, 2@33, 2@36	McCann & Co., Inc.	0.46	
SBI 157	121-1	St. Clair	14, 24, Var.	M. Hoeffken Co. and Hoeffken Bros., Inc.	0.36	
FA 1	(F, F-1)X	Clark	22	Zimmerly Construction Co.	1.94	
FA 4	64-1	St. Clair	2@22, Var.	Fruin-Colnon Contracting Co.		1.21
FA 4	64-1V	St. Clair	2@22, Var.	Fruin-Colnon Contracting Co.		1.27
FA 5	520	Madison	2@24	O'Connor Construction Co.	3.89	

FA 7	20-1	Whiteside	24, Var.	Jesse H. Freeman, Inc.	3.89	0.33
FA 12	33-1-1	Madison	14, Var.	Regenhardt Construction Co.		
FA 14	13-1	Jackson	22, 24	McDougal-Hartmann Co.	3.07	0.08
FA 23	4141-S	Cook	Var.	M. J. Boyle & Co.	0.20	
FA 34	27	Will	2@24, 1@20	Orr Construction Co.	6.63	
FA 34	28, 29R-2, 29R-2-HB	Will	18, 22, 24, 2@24	Powers-Thompson Construction Co.	6.93	
FA 77	86-1, 26	Will	1@24, 2@24	O'Connor Construction Co.	7.21	
FA 77	87-2, 88-1	Will	24	E. A. Meyer Construction Co.	7.30	
FA 77	87-3	Will	24	E. A. Meyer Construction Co.		0.59
FA 77	90-R	Will	2@24, 14, Var.	Eric Bolder Construction Co.	5.34	
FA 77	(91, 92)1	Grundy	2@24, Var.	Arcole Midwest Corp.	7.62	
FA 113	100 & 101-2	White-Gallatin	22, Var.	Triangle Construction Co.		2.83
FA 113	102	White-Gallatin	22	S. J. Groves & Sons Co. and J. C. O'Connor & Sons, Inc.		
FA 131	2525-103	Cook	60, 48, 36, 24, Var.	J. M. Corbett Co.	0.98	
FA 131	2525-104	Cook	2@48, 72, Var.	Thos. McQueen Co. & W. J. Sheppard Co.	0.58	
FA 132	4	Madison	2@24, 44, Var.	Bushman Construction Co.	0.50	
FA 132	60	Madison	22, Var.	McCann & Co., Inc.	2.61	0.73
FA 188	1	Winnebago	2@24, Var.	Chas. Ind Co.	0.44	
FA 190	520-1	Madison	2@22, Var.	Regenhardt Construction Co.	0.50	
FA 190	521	Madison	2@24, Var.	M. Hoeffken Co. and Hoeffken Bros., Inc.	1.03	
FA 190	521-1	Madison	2@24, Var.	Regenhardt Construction Co.	0.50	
FA 190	522, 522HB, 522SB	Madison	2@24, 24, Var.	S. J. Groves & Sons Co.	5.95	
FA 190, 12	522-1	Madison	2@24, 14, Var.	Regenhardt Construction Co.	0.48	
FAI 05	14	Champaign	24, 2@24, 2@22, 14, 38, Var.	General Paving Co., Inc.	1.19	
FAI 05	14-1	Champaign	2@24, 2@10, Var.	General Paving Co., Inc.	3.04	
FAS 206, 207	113	Rock Island	20	Central Engineering Co.		
FAS 321	59-XB	Iroquois	20	Burnell G. Watson	3.46	
FAS 513, 514	58	Vermilion	22, 38, Var.	McCalman Construction Co.	0.02	
FAS 772	104	Madison	22	Fruin-Colnon Contracting Co.	2.99	
FAS 840	146-I	St. Clair	14, 22, Var.	M. Hoeffken Co. and Hoeffken Bros., Inc.	1.78	
FAS 910, 911	(40, 34)Q	Williamson	22, 36, Var.	Leon B. Stilley Construction Co.	0.34	0.12
FAS 1044	86	Winnebago	22, 33	Chas. Ind Co.	1.75	
SA 11	F-BR	Ogle	20	Ogle Construction Co.	0.02	
SA 13	P-15d-B	Williamson	10, 20, Var.	Tri-State Engineering Co.	0.17	
Total—Portland Cement Concrete Pavement					108.72	21.45

TABLE 20.—Continued.
 PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, FULL-WIDTH PORTLAND CEMENT CONCRETE BASE COURSE AND
 FULL-WIDTH FLEXIBLE BASE COURSE.

Route	Section	County	Width in Feet	Contractor	Mileage Completed 1956	Mileage Uncom-pleted
SBI 1	13B-2	Wabash-Lawrence	24	G. H. Allen	1.87	0.03
SBI 1	(21, 22, 23)W	Crawford	22		5.29	
SBI 1	34W, 34B-1	Williamson-Johnson	2@2, 4	McMahan Construction Co.	0.62	
SBI 4	28CS (W)	Logan	24	Leon B. Stilley Construction Co.	1.49	
SBI 9	(7 & 6)W	Tazewell	2@3	Eric Bolander Construction Co.	0.31	
SBI 9	(13, 3, 2, 46)W		2@9, Var.			0.25
SBI 10	21-W	Ford-Vermilion	2@10	R. A. Cullinan & Son, Inc.		0.73
SBI 11	30-W	Sangamon	2@3, 4, 5	McDougal-Hartmann Co.	9.91	
SBI 15	18BY-1, 19B-2	Madison	2@2, 2@3	I. D. Lain Co.	0.13	
SBI 15	(22, 23, 24, 20)W	Wayne	2@3, 4, 5, Var.	M. Hoeffken Co. and Hoeffken Bros., Inc.	1.84	
SBI 23, 69	(121, 122, 123)W, 121-B-1, 3W, 3BR	Wayne	2@6, Var.	G. H. Allen	5.33	0.18
			22	M. Hoeffken Co. and Hoeffken Bros., Inc.	4.60	
SBI 24	11-W	LaSalle	2@2, 4		1.62	0.64
SBI 24	11-W-1	Tazewell	22, 24	Robert A. Black, Inc.	14.93	
SBI 31	(1, 2, 3)W	Tazewell	2@3, Var.	Jansen & Schaefer	0.69	
		Adams	2@23, 2@16	Jansen & Schaefer		1.84
SBI 31	(5, 6)W	Adams-Brown	22	E. T. Simonds Construction Co. & J. D. Barter Construction Co.	4.78	
			22 (Flex. base)		0.31	
			2@2	Gem Contracting & Paving Co.	5.74	1.71
			23' 6" (waterbound macadam)			3.30
SBI 31, 95	(19, 129)W	Fulton	2@10 (Flex. base)	D. J. Mahoney Co.	0.56	
SBI 46	461-Y	Cook	2@16, Var.	Leininger Construction Co.		3.27
SBI 46	461-Y-1	Cook	2@Var., Var., 24'	W. J. Sheppard & Co.		1.66
SBI 47, 7	(109, 110, 111X, G, Q)W, 109BY, 110B-1	Grundy-Kendall	22			
SBI 50	50-YZ-3X	Cook	2@2, 2@3	Powers-Thompson Construction Co.	2.16	
SBI 53	(531 & 532)W	Cook	1@24, Var.	The Standard Paving Co.	15.77	
SBI 53	532-W	Cook-DuPage	2@2	J-P Construction Co.	0.24	
SBI 54	541-Y-2	Cook	2@2	J-P Construction Co.	4.31	
SBI 59	(113, 113X)W-1	DuPage-Will	2@16, Var.	Contracting & Material Co.	5.79	1.93
			2@2, Var.			
SBI 64	(127-Z)W	Kane	24 (Flex. base)	Robert A. Black, Inc.	8.51	
SBI 78	(134, 135)W	Fulton	2@11, Var.	Chas. E. Gertz & Son	1.00	0.18
			22	McDougal-Hartmann Co.	1.55	
			2@2		2.37	

Station	Location	Quantity	Unit	Contractor	Price	Total
SBI 78	146-W	2@2	cu yd	Joyce Bros. Contracting Co.	5.18	10.36
SBI 86	105-W	24, Var.	cu yd			8.58
		2@3	cu yd	McDougal-Hartmann Co.		
SBI 88	126(X & W)	2@Var.	cu yd	I. D. Lain Co.		
SBI 120	27CS(W)	2@11, Var.	cu yd	Eric Bolander Construction Co.	0.66	13.32
SBI 160	139-I	2@2, Var.	cu yd	State Day Labor	0.41	8.18
FA 4, SBI 3	86-1, 6X-3	22	cu yd	E. T. Simonds Construction Co. & J. D. Barter Const. Co.	2.69	59.18
		2@2, 4	cu yd		1.81	7.24
		2@6, Var.	cu yd	Keeley Bros. Contracting Co.	1.03	20.64
FA 14	(63, 95)W	12, 16, 22, Var.	cu yd	E. A. Meyer Construction Co.		0.40
FA 99	1515-101.1	2@2, 2@Var.	cu yd	McHenry Sand & Gravel Co., Inc.		8.90
FA 42	K-W	22	cu yd	Jesse H. Freeman, Inc.	0.66	14.52
FA 540	(7S, 8, 28)W	4, 2@2	cu yd		7.79	31.16
		22, 24	cu yd		0.15	3.30
FA 725	(2-1, 2-2)W	2@2	cu yd	Litchfield Bituminous Corp.	4.19	8.38
Total—PCC Base Course (Two lanes or more)					22.11	10.39
Total—Flexible Base Course					1.31	3.30
Total—PCC Pavement Widening					94.42	30.09
Grand Total					117.84	43.78

CRITUMINOUS CONCRETE SURFACE ON GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE.

Route	Section	County	Type	Width in Feet	Contractor	Mileage Completed 1956	Mileage Uncom- pleted
SBI 3	I-I	Adams	I-11 on flexible base	9, 36	State Day Labor	0.14	- - - -
FA 35	6-RS	Hardin	I-11 on flexible base	22	Barber Paving Co.	1.79	- - - -
FA 38	34-RS	Pike	I-11 on flexible base	22, 40, Var-	Gem Contracting & Paving, Inc.	- - - -	7.20
FA 80	54	Pike-Adams	Crushed-stone base	24	Gem Contracting & Paving, Inc.	- - - -	- - - -
FA 80	54-RS	Pike-Adams	I-11	22	Gem Contracting & Paving, Inc.	5.24	- - - -
FA 156	481	Clinton	I-11 on flexible base	22	McCann & Co., Inc.	4.54	- - - -
FA 188	2-CS	Winnabago	I-11 on flexible base	4, 6, 11	Rockford Black Top Construction Co.	1.38	- - - -
FAI 4	140-1	Kankakee	I-11 on flexible base	26 24	Triangle Construction Co.	- - - -	2.79
FAS 842	221-Q	St. Clair	I-11 on flexible base	22	Bituminous Fuel & Oil Co.	5.20	- - - -
FA S 1001	89-Q	Lake	I-11 on existing flexible base	22	Skokie Valley Asphalt Co., Inc.	0.99	- - - -
SA 159	0808	Cook	I-11 flexible base	36	Johnston Roadbuilders, Inc.	0.50	- - - -
Total—Subclass I-11 on Flexible and Soil-cement Base						19.78	9.99

TABLE 20.—Continued.
BITUMINOUS SURFACING ON RIGID-TYPE PAVEMENTS.

Route	Section	County	Sub-class	Width in Feet	Contractor	Mileage Completed 1956	Mileage Uncompleted
SBI 1, 135	(21, 22, 23)RS & (101)RS	Crawford	I-11	18, 22, Var.	Ralph Rogers & Co., Inc.	12.13	
SBI 1	33BY, 43BY	Saline	I-11	24, 28, 37	Tri-State Engineering Co.	0.23	
SBI 1	34RS-2	Williamson-Johnson	I-11	24	Gilmore Asphalt Products, Inc.		2.32
SBI 1	1956-9RS	Cook	I-11	44, 48	American Asphalt Paving Co.	0.80	
SBI 2, 14	4RS-1, 1RS-1	Perry	I-11	24, Var.	Triangle Construction Co.	1.82	
SBI 2	15-CS	Christian	I-11	40	The Barber Paving Co.	20.02	
SBI 2	68-BY	Marshall	I-11	24	Cephas Williams Co.		0.19
SBI 3	X-R	Madison	I-11	44, 48, Var.	General Contracting Co.	30.34	
SBI 3	35-Z	Madison	I-11	2@18, 56, Var.	General Contracting Co.	32.37	
SBI 3, FA 4	(86-1, 6X-3)RS	Cass	I-11	22 & Var.	Sankey Bros., Inc.	4.60	
SBI 3, 78	144RS	Morgan	I-11	38	Sangamo Construction Co.	1.21	
SBI 4	(G, H)RS4, CRS-1	Sangamon	I-11	18, 20, Var.	Sangamo Construction Co.	3.90	
SBI 4	10-Z	Macoupin	I-11	38, Var.	The Earl Walker Co., Inc. & Barber Paving Co.	20.85	
SBI 4	28CS(RS)	Logan	I-11	40	Sankey Bros., Inc.	0.54	
SBI 4	5501	Cook	I-11	2@26.5	Union Contracting & Engineering Co.	21.17	
SBI 6	7 Ext. (W, RS)	DeKalb	I-11	39.6	Chas. E. Gieritz & Son	0.26	
SBI 6	20-RS	Whiteside	I-11	18, Var.	McCarthy Improvement Co.	1.74	
SBI 6	1956-7RS	Cook	I-11	1@40, 2@26, Var.	The Standard Paving Co.	0.79	
SBI 8	25BI, 23BY, 22BY	Livingston-Ford-Iroquois	I-11	22, Var.	Burnell G. Watson	0.21	0.07
SBI 8	52-RS	Knox	I-11	60, 70	Gunther Construction Co.		
SBI 9	5, 11(W, RS)	Woodford	I-11	22	R. A. Cullinan & Son, Inc.		7.76
SBI 9	6(W, RS)	Tazewell	I-11	22	R. A. Cullinan & Son, Inc.	25.55	0.39
SBI 9	(7 & 6)RS	Tazewell	I-11	38, 40, 48, 52	R. A. Cullinan & Son, Inc.		1.16
SBI 9	(13, 3, 2, 46)RS	Ford-Vermilion	I-11	22, Var.	Champaign Asphalt Co.	9.93	
SBI 9	17W, RS	Ford	I-11	40, Var.	General Paving Co., Inc.	20.68	
SBI 10	(13, 14)RS	Macon	I-11	18	The Barber Paving Co.	5.02	
SBI 10	21-RS	Sangamon	I-11	22, 24, Var.	Sankey Bros., Inc.	3.26	
SBI 10	(34, 35, 36)W, RS	Vermilion	I-11	22, Var.	McCalman Construction Co.	210.07	
SBI 11	I-2	Effingham	I-11	20	Mautz & Oren, Inc.	30.39	
SBI 11	U-2BY & VB-2	Fayette	I-11	20	Culberson Construction Co.	0.01	
SBI 11	30-RS	Madison	I-11	2@24, Var.	Macclair Asphalt Co.	1.89	
SBI 12	2Z(W, RS)	Lawrence	I-11	37, 42, 63, Var.	C. J. Moritz, Inc.		1.16
SBI 12	23-1RS	Clinton	I-11	30, 48, Var.	Arrow Road Construction Co.	1.20	
SBI 12	33-Y-RS	St. Clair	I-11	54	Bituminous Fuel & Oil Co.	0.41	
SBI 13	12-1, 12-2A	Jackson	I-11	48, Var.	McDougal-Hartmann Co.	0.45	

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SBI 14	(1, 3)RS-1, 2-B-2	Perry-Franklin	I-11	22, 28, Var.	E. T. Simonds Construction Co.	31.74	0.61
SBI 15	14Z(W, RS)	Jefferson	I-11	42, 46, 58	Mitchell Contracting Co.	12.65	
SBI 15	(22, 23, 24, 20)RS	Wayne	I-11	22, Var.	Jefferson Asphalt Co.	5.28	
SBI 15	27Z-RS	St. Clair	I-11	2@27.6	Macclair Asphalt Co. & Bituminous Fuel & Oil Co.	30.16	
SBI 18	8S-1	Cook	I-11	44	J-P Construction Co.	0.46	
SBI 18 Ext.	(11 Ext.)RS	Kane	I-11	38, 40, 46, Var.	Geneva Construction Co.	20.30	
SBI 20 Ext.	14-XZ	McHenry	I-11	56	McHenry Sand & Gravel Co., Inc.	30.35	
SBI 20 Ext.	15 Ext.	McHenry	I-11	27, 30, 38, Var.	Suburban Oil Co.	0.22	
SBI 21	1-Y-RS-2	Lake	I-11	40	Peter Baker & Son Co.	2.54	
SBI 21	1956-5RS	Cook	I-11	2@37, 48, Var.	Arcole Midwest Corporation	0.69	
SBI 24	11-RS	Tazewell	I-11	2@24, Var.	Seneca Petroleum Co., Inc.	2.36	
SBI 24	11-RS-1	Tazewell	I-11	2@31, 2@24, 1@24, Var.	Seneca Petroleum Co., Inc.	10.83	
SBI 30	(B & C)RS	Peoria	I-11	18, 19, Var.	Gem Contracting & Paving, Inc.	3.74	
SBI 31	(1, 2, 3)RS	Adams	I-11	22, 23, 31, Var.	Gem Contracting & Paving, Inc.	0.58	
SBI 31	(5, 6)RS	Adams-Brown	I-11	22	Gem Contracting & Paving, Inc.	5.07	
SBI 31	(8, 9)RS	Brown	I-11	22	Gem Contracting & Paving, Inc.	1.84	
SBI 31, 95	(19, 129)RS	Fulton	I-11	38	Gem Contracting & Paving, Inc.	10.83	
SBI 33	5Z(W, RS)	Jasper	I-11	40, 44, 65, Var.	Coggeshall Construction Co.	3.74	
SBI 36	(14, 15, 16, 19)W, RS	Pike	I-11	22, Var.	Mautz & Oren, Inc.	1.57	
SBI 36	18-BR	Pike	I-11	22, Var.	Gem Contracting & Paving, Inc.	7.78	
SBI 39	1(W & RS)	McLean	I-11	22, 24, Var.	Sangamo Construction Co.	0.21	
SBI 41	17RS	Knox	I-11	28, 38, Var.	Brenz & Son Asphalt Co.	1.92	
SBI 46	461-V	Cook	I-11	2@24	Gunther Construction Co.	30.49	
SBI 46	461-Y-RS	Cook	I-11	2@24, Var.	Robert R. Anderson Co.	3.50	
SBI 46	461-Y-1-RS	Cook	I-11	2@24, Var.	Municipal Paving Co.	1.62	
SBI 47	(109, 110, 111X, G, Q)RS	Cook	I-11	22, 24	American Asphalt Paving Co.	0.91	
SBI 49	119Z-RS	Grundy-Kendall	I-11	38, 36, Var.	Ninora Construction Co.	17.93	
SBI 50	3321-R	Champaign	I-11	2@20, Var.	Whetzel Construction Co.	30.14	
SBI 53	(531, 532)RS	Cook	I-11	24, Var.	Marquette Construction Co.	4.92	
SBI 53	532-RS	Cook-DuPage	I-11	24, Var.	Rock Road Construction Co.	2.72	
SBI 54	541-Y-2RS	Cook	I-11	2@36, Var.	Black Top Roads Co.	2.66	
SBI 54	1956-2RS	Cook	I-11	48, 50	Contracting & Material Co.	2.83	
SBI 55	1956-8RS	Cook	I-11	2@36, Var.	J. A. Ross & Co.	1.00	
SBI 55	1956-13RS	Cook	I-11	54, Var.	H. G. Goelitz Co.	9.98	
SBI 57, 19	1956-1 & 6RS	Cook	I-11	41, 60, 58, 48.4	The White Construction Co.	0.54	
SBI 59	(113, 113X, 113W)RS	DuPage-Will	I-11	24, 40, Var.	Arcole Midwest Corporation	0.75	
SBI 60	1956-12RS	Cook	I-11	42, Var.	The Crown Rock Asphalt Co.	0.21	
SBI 64	(127-Z)RS	Kane	I-11	52, Var.	Arcole Midwest Corporation	8.95	
SBI 69, 23	(121, 122, 123)RS, 3-RS	LaSalle	I-11	22, 24, Var.	Elgin Giertz-Melahn Asphalt Co., Inc.	8.26	
SBI 77	102BY, 102BR	Ogle	I-11	24, Var.	J. P. Wetherby Construction Co.	30.31	
SBI 78	8-CS(RS)	Cass	I-11	40, Var.	Phil E. Frederick Co.	0.43	
SBI 78	(134, 135)RS	Fulton	I-11	22	Sankey Bros., Inc.	3.92	
SBI 78	146-RS	Cass	I-11	22, Var.	Seneca Petroleum Co., Inc.	5.22	
SBI 86	105-RS	Whiteside	I-11	24	Sankey Bros., Inc.	10.27	
SBI 88	126-RS	Peoria	I-11	2@22.5, Var.	Central Engineering Co.	0.74	
					Seneca Petroleum Co., Inc.		

TABLE 20.—Continued.
BITUMINOUS RESURFACING OF RIGID-TYPE PAVEMENTS—Concluded.

Route	Section	County	Sub-class	Width in Feet	Contractor	Mileage Completed 1956	Mileage Uncompleted
SBI 99, 99 Spur	(102, 103)RS	Hancock	I-11	18, 22, Var.	Gem Contracting & Paving Co.	0.44	---
SBI 113	(113, 113W, 114)RS	Will-Grundy	I-11	18, 27, Var.	The Crown Rock Asphalt Co.	11.60	---
SBI 116	(107, 108)W, RS	Woodford	I-11	38, Var.	R. A. Cullinan & Son, Inc.	1.09	---
SBI 120	27-CS, (RS)	Logan	I-11	40, Var.	Sangamo Construction Co.	0.73	---
SBI 142	106-RS	Marion	I-11	18	Bridges Paving Co.	3.91	---
SBI 144	101-RS	Jackson	I-11	38, 40	Triangle Construction Co.	31.08	---
SBI 147	116-BR	Johnson-Pulaski	I-11	24	Howell Construction Co. & J. D. Barter Construction Co.	---	0.49
SBI 148	130-RS	Williamson	I-11	20, 60, 68, Var.	Triangle Construction Co.	12.11	---
SBI 150	136, 137, (W, RS)	Alexander	I-11	22	The Earl Walker Co., Inc.	---	4.87
FA 5	(D-Ext. & DY)I	Will	I-11	45, 64, Var.	Ninora Construction Co.	21.42	---
FA 5	(22-1, 22-2)RS	Montgomery-Macoupin	I-11	24, 36, Var.	Litchfield Bituminous Corp.	6.28	---
FA 5	23-1-RS	Macoupin	I-11	24, 36, Var.	Fuller Paving Construction Co.	5.21	---
FA 14	(69, 95)RS	St. Clair	I-11	52	Bituminous Fuel & Oil Co.	1.03	---
FA 19	7-S-2	Cook	I-11	2@33, Var.	The Standard Paving Co.	---	0.31
FA 34	28, 29R-2, 29R-2HB	Will	I-11	24	Powers-Thompson Construction Co.	5.45	---
FA 77	86-1, 26	Will	I-11	24, Var.	O'Connor Construction Co.	20.90	---
FA 77	87-2 & 88-1	Will	I-11	24, Var.	E. A. Meyer Construction Co.	0.68	---
FA 77	87-3	Will	I-11	24	E. A. Meyer Construction Co.	---	0.27
FA 98	1956-4RS	Cook	I-11	49	J. M. Corbett Co.	30.45	---
FA 121	1956-3RS	Cook	I-11	41, 60, 58, 48.4, Var.	Arcole Midwest Corporation	1.78	---
FA 132	(6-1, 6-2)RS	Madison	I-11	22, 24, Var.	General Contracting Co.	---	2.23
FA 132	60	Madison	I-11	14, Var.	McCann & Co., Inc.	---	0.46
FA 133	1956-10RS	Cook	I-11	2@27.5	The Standard Paving Co.	---	1.91
FAI 5, FA 39, SBI 25	14-1	Champaign	I-11	2@24	General Paving Co., Inc.	---	1.06
FA 42	K-RS	Boone	I-11	22, Var.	Rockford Black Top Const. Co.	---	8.89
FA 106	54-B	Kane	I-11	20	Schefflow & Monahan	0.07	---
FA 525	48-Q	Champaign	I-11	20	General Paving Co., Inc.	43.75	---
FA 528	101-Q	Champaign	I-11	20	General Paving Co., Inc.	---	5.14
FA 540	(7S, 8, 28)RS	Platt	I-11	22, Var.	Barber Paving Co.	---	8.93
FA 706	36-B, 27-B	Wayne	I-11	19	Culbertson Construction Co.	0.05	---
FA 728	(2-1, 2-2)RS	Macoupin	I-11	22, 24, Var.	Litchfield Bituminous Corp.	4.49	---
SA 7 Ext.	0-RS	DuPage	I-11	40, Var.	Black Top Roads Co.	1.83	---
SA 13	P-15d-B	Williamson	I-11	20	Tri-State Engineering Co.	0.03	---
SA 51	59-C-RS	St. Clair	I-11	20, 40, Var.	State Day Labor	0.22	---

SA 100	1956-14RS	Cook	I-11	20, Var.	Allied Asphalt Paving Co.	0.64	---
SA 153	0404Z-R	Cook	I-11	50, 54, Var.	The Standard Paving Co.	---	0.40
Dist. 1	Bit. Patch. & Resurf. 1956-1	Will	I-11	18, Var.	Johnston Roadbuilders, Inc.	17.37	---
Dist. 1	Bit. Patch. & Resurf. 1956-2	Will-Cook	I-11	18, Var.	Johnston Roadbuilders, Inc.	13.90	---
Dist. 1	Bit. Patch. & Resurf. 1956-3	Kane-DuPage	I-11	2@20, 40, Var.	Arrow Road Construction Co.	17.77	---
Dist. 1	Bit. Patch. & Resurf. 1956-4	LaSalle-DeKalb	I-11	18, 19, Var.	Geneva Construction Co.	121.08	---
Dist. 1	Bit. Patch. & Resurf. 1956-5	Kane	I-11	18, 22, Var.	Giertz-Melahn Asphalt Co., Inc.	17.34	---
Dist. 1	Bit. Patch. & Resurf. 1956-6	Kane-McHenry	I-11	18, Var.	Suburban Oil Co.	18.57	---
Dist. 1	Bit. Patch. & Resurf. 1956-7	Lake	I-11	18, 20, 22, Var.	Peter Baker & Son Co.	19.00	---
Dist. 1	Bit. Patch. & Resurf. 1956-8	Lake	I-11	2, 2@20, Var.	Peter Baker & Son Co.	13.90	---
Dist. 10	Bit. Resurf. 1955-3(1)	Cook	I-11	40, 48, 52	Crowley-Sheppard Asphalt Co.	1.16	---
Dist. 10	Patch. & Bit. Resurf. 1955-8	Cook	I-11	20, 40, Var.	Contracting & Material Co.	1.17	---
Total—Subclass I-11						296.89	104.93
Total—Subclass J-1						0.53	0.00
Grand Total						297.42	104.93

¹ Nonstandard surfacing which is the first stage of two-stage construction.
² Contract includes widening of existing portland cement concrete pavement prior to surfacing with bituminous concrete.
³ Contract includes construction of full-width portland cement concrete base course.
⁴ Contract includes construction of full-width portland cement concrete base course and widening of existing portland cement concrete pavement prior to resurfacing.

GRAVEL SURFACES.

Route	Section	County	Type	Width in Feet	Contractor	Mileage Completed 1956	Mileage Uncom-pleted
FA 38	34	Pike	Gr. or Cr. stone base course	23, 40, Var.	Princeville Stone Co.	---	7.14
FAS 26	46-G	McHenry	A	20	E. M. Melahn Construction Co.	2.58	---
FAS 31	45-G	McHenry	A	20	H. H. Mass Construction Co.	2.12	---
FAS 55	37-G	Stephenson	B	22	Thronson Construction Co., Inc.	3.43	---
FAS 61	36-G	Stephenson	B	22	Thronson Construction Co., Inc.	2.66	---
FAS 81	29-G	Ogle	B	22	Trompeter Construction Co.	---	4.99
FAS 91	24-3G	Ogle	B	22	Rockford Black Top Const. Co.	2.31	---
FAS 147	149-G	DuPage	B	22	R. W. Duntzman Co.	2.16	---
FAS 172	43-G	DeKalb	Gravel base	22	S. S. Viland Construction Co.	4.51	---
FAS 174	Q-1G	LaSalle	B	20	J. P. Hollerich Co.	2.04	---
FAS 189	43-B	Ogle	B	22	Shappert Engineering Co.	---	0.18

TABLE 20.—Continued.
GRAVEL SURFACES—Concluded.

Route	Section	County	Type	Width in Feet	Contractor	Mileage Completed 1956	Mileage Uncom- pleted
FAS 190	19-G	Whiteside	B	22	McDougal-Hartmann Co.	5.11	
FAS 229	34-G	Henry	B	2@5	Princeville Stone Co.	6.15	
FAS 260	41-G	LaSalle	B	20	J. P. Hollerich Co.	8.31	0.35
FAS 270	68-G	LaSalle	B	20	Ladd Construction Co.	4.97	1.32
FAS 336	85-G	Livingston	A	20	Howard W. Arnold	3.00	
FAS 342	156G-1	Livingston	A	10, 20	Mason & Meents Construction Co.	4.33	
FAS 343	58-G	Livingston	A	10	Mason & Meents Construction Co.	4.46	
FAS 346	146G-1	Livingston	A	20	Howard W. Arnold	7.47	
FAS 353	28-B	Ford	A	20	Burnell G. Watson		0.18
FAS 356	98-G	Livingston	A	20	Howard W. Arnold	1.02	
FAS 361	1-G	Woodford	B	22	Wood-Mar Construction Co.	2.32	0.08
FAS 363	10-G	Woodford	B	22	Wood-Mar Construction Co.	1.03	
FAS 421	42-G	Hancock	B	20	Burlington Roadbuilders, Inc.	1.89	2.25
FAS 472	72-G	McLean	B	23	Rowe Construction Co.	3.04	
FAS 472	MG-1	McLean	B	22	Rowe Construction Co.	2.50	
FAS 487	63-G	McLean	B	23	Rowe Construction Co.	2.48	
FAS 491	69-G	McLean	B	23	Rowe Construction Co.	1.00	
FAS 495	70-G	McLean	B	22	Rowe Construction Co.		2.96
FAS 550	22-G	Macon	B	24	Berry Construction Co.		
FAS 557	47-G	Logan	B	22	R. A. Callinan & Son, Inc.	2.91	2.37
FAS 559	31-3G	Logan	B	22	Berry Construction Co.		
FAS 575	16-G	Cass	B	22	County Day Labor	2.02	0.40
FAS 575	17-B	Cass	B	22	Krueger Construction Co., Inc.		
FAS 586	21-G	Brown	B	18	County Day Labor	2.18	
FAS 598	25-1G	Pike	B	18	County Day Labor	2.70	
FAS 598	31-G	Pike	B	18	County Day Labor	4.15	0.46
FAS 604	22-3G	Pike	B	18	County Day Labor		0.18
FAS 665	16-B	Douglas	B	18	County Day Labor		0.41
FAS 688	50-1B	Clark	B	18	Ben Harrison & Sons	0.06	
FAS 688	50-1G	Clark	B	18	Zimmerly Construction Co.	0.70	
FAS 694	37-B	Clark	B	18	Ben Harrison & Sons	0.36	
FAS 706	36-B, 27-B	Wayne	B	18	Walker Construction Co.	0.41	
FAS 719	25-G	Clay	B	18	Culberson Construction Co.	0.93	
FAS 746	22-G	Jersey	B	16	C. H. Rumburg		4.85
FAS 779	25-B	Bond	B	18	Hollenbeak Construction Co.		0.82
FAS 782	18-B, 20-B	Bond-Clinton	B	18	C. E. Burgett	0.65	
FAS 782	26-B	Bond	B	18	Calhoun County Contracting Corp.		
FAS 828	78-G	Jefferson	B	18	C. E. Burgett	1.95	0.53
FAS 893	22-B	Gallatin	B	18	C. H. Rumburg		0.38
					E. T. Simonds Construction Co. & J. D. Barter Construction Co.		
FAS 896	60-G-1	Saline	B	18	Leon B. Stilley Construction Co.	0.41	
FAS 1016	110-G	Lake	A	22	Eric Bolander Construction Co.	0.98	
						3.74	

FAS 1110	171-G	Kane	Gr. or Cr. stone base	22	E. M. Melahn Construction Co.	1.14	
FAS 1110	173-G	Kane	course (Special)	22	The Standard Paving Co.	1.20	
FAS 1147	158-G	DuPage	Gravel base, Special	22	Charles Lenz & Sons, Inc.	1.29	
FAS 1189	20-G	Whiteside	B	22	Central Engineering Co.	7.65	
FAS 1215	48-G	Mercer	B	18	Monmouth Stone Co.	3.44	
FAS 1215	49-G	Mercer	B	18	Swords & Dietz	2.82	
FAS 1217	50-G	Mercer	B	18	Swords & Dietz	3.04	
FAS 1228	38-G	Henry	B	22	Swords & Dietz	2.97	
FAS 1230	37-G	Henry	B	22	Steward & Rank Construction Co.	3.58	
FAS 1285	36-G	Grundy	B	22	Gem Contracting & Paving Co.	2.99	
FAS 1384	66-2G	Peoria	B	20	S. S. Viland Construction Co.	2.48	
FAS 1394	69-B	Knox	B	20	Swords & Dietz	0.57	
FAS 1396	54-B	Knox	B	20	Sweborg Construction Co.	0.70	
FAS 1436	45-1B	McDonough	A	18	Sweborg Construction Co.	0.26	
FAS 1438	49-B	McDonough	B	18	Caldwell Engineering Co.	0.44	
FAS 1436	48-G	Fulton	B	20	A. Olson Construction Co.	0.44	
FAS 1478	36-G	McLean	B	22	Swords & Dietz	5.55	
FAS 1581	25-G	Schuyler	B	18	Rowe Construction Co.	3.84	
FAS 1657	25-B	Cumberland	B	16	Holmebeak Construction Co.	5.33	
FAS 1930	18-B	Pope	B	18	Ben Harrison & Sons	0.71	
					J. D. Barter Construction Co. & Howell Construction Co.	0.42	

Total—Type A	29.42	0.18
Total—Type B	100.82	40.90
Total—Gravel or Crushed-stone Base	6.85	7.14
Grand Total	137.09	48.22

GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE AND BITUMINOUS SURFACE COURSE.

Route	Section	County	Type or Subclass	Width in Feet	Contractor	Mileage Completed 1956	Mileage Uncom- pleted
FA 155	432-B	Greene-Jersey	A-3	22	McCann & Company, Inc.		0.33
FA 155	501-B	Greene	A-3	22	Sangamo Construction Co.		0.40
FA 168	1	Putnam	A-3	22	S. J. Groves & Sons Co.	5.83	
FA 168	2	Putnam	A-3	22	Strunk Bros.	5.33	
FA 168	3	Marshall	A-3	22	Prineeville Stone Co.	2.63	2.99
FAS 65	65-Q	JoDavies	B-3	22, 38	Rein & Dahl	5.29	
FAS 74	1-B	JoDavies	A-3	20, 37	Shappert Engineering Co.		0.19
FAS 90	3	Ogle	B-4	20	Rockford Black Top Const. Co.	1.68	
FAS 177	57-Q	Lee	A-3	22	Charles O'Brien & Son	2.06	
FAS 179	66-Q	Lee	A-3	20	Starr Engineering Co.	0.98	
FAS 181	67-Q	Lee	A-3	20	W. J. Sheppard & Co.	2.01	

TABLE 20.—Continued.
GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE AND BITUMINOUS SURFACE COURSE—Concluded.

Route	Section	County	Type or Subclass	Width in Feet	Contractor	Mileage Completed 1956	Mileage Uncompleted
FAS 188	61-B	Lee	A-3	22	Shappert Engineering Co.		0.17
FAS 188	62-B	Lee	A-3	20	Shappert Engineering Co.		0.10
FAS 188	27-Q	Marshall	A-3	20	Charles O'Brien & Son	3.01	
FAS 216	31-1Q	Henderson	A-3	20	Princeville Stone Co.	5.14	
FAS 216	31-2Q	Henderson	A-3	20	Princeville Stone Co.		4.56
FAS 216	51-Q	Mercer	A-3	21	Princeville Stone Co.		1.76
FAS 231	35-SC	Henry	Soil cement base				
			course widening				
FAS 247	31-4Q	Bureau	A-3	2@5	R. A. Cullinan & Son	3.95	
FAS 248	(4-7, 4-1)Q	Bureau	A-3	22	Strunk Brothers	2.88	
FAS 249	31-Q	Marshall	A-3	20	Strunk Brothers	6.05	
FAS 272	20-B	Grundy	A-3	20	Strunk Brothers		2.52
FAS 293, 1301	42-Q	Kankakee	B-4	18	Chris Ribier & Son	0.10	
FAS 316	107-Q	Kankakee	A-3	18	Triangle Construction Co.	2.00	
FAS 318	73-B	Kankakee	A-3	22	Mason & Meents Const. Co.	4.06	
FAS 319	195-Q	Kankakee	A-3	22	R. P. Devine	0.03	
FAS 321	197-Q	Iroquois	A-3	2@5	W. F. Tobey		4.04
FAS 322		Iroquois	A-3	2@5	Mason & Meents Const. Co.	2.29	
320, 1321	196-Q	Iroquois	A-3 on soil cement	2@5	Triangle Construction Co.	4.14	
FAS 329	194-Q	Iroquois	A-3	2@5	Reeves Brothers Const. Co.		3.65
FAS 332	198-Q	Iroquois	A-3	2@5	Mason & Meents Const. Co.		1.96
FAS 332	199Q	Iroquois	A-3	2@5	Mason & Meents Const. Co.		1.01
FAS 333	98-Q	Iroquois	A-3	2@5	Reeves Brothers Const. Co.		0.99
FAS 335	27-Q	Ford	A-3	20	W. B. Clements Co. & Reeves Brothers Const. Co.	5.04	
FAS 392	53-Q	Fulton	A-3	20	Swords & Dietz	2.38	
FAS 399	65-Q	Knox	A-3	20	Gunther Construction Co.	6.08	
FAS 402	70-Q	Knox	A-3	20, 24	Gunther Construction Co.	1.34	
FAS 405	91-1Q	Warren	A-3	20	Monmouth Stone Co.		2.95
FAS 407	92-Q	Warren	A-3	20	Swords & Dietz		3.97
FAS 415	13-G	Henderson	A-3	22	Princeville Stone Co.		3.96
FAS 418	14-2Q	Henderson	A-3	20	Russell Manning	0.30	
FAS 543	17-Q	DeWitt	A-3 on soil cement	18	R. A. Cullinan & Son, Inc.	2.16	
FAS 550	22-Q	Macon	B-2	24	Collins-Bruley Const. Co.		2.96
FAS 557	42-Q	Logan	A-3	22	County Day Labor		1.51
FAS 563	71-Q	Sangamon	A-2	20	Truman L. Platt & Sons Co., Inc.	2.69	
FAS 567	26-Q	Mason	A-3	20, Var.	I. D. Lain Co.	3.95	
FAS 572	25-Q	Mason	A-3 on soil cement	20	R. A. Cullinan & Sons, Inc.	3.81	
FAS 575	16-Q	Cass	A-3	20	R. A. Cullinan & Son, Inc.		2.02
FAS 604	22-3Q	Pike	A-3	20	County Day Labor		0.75
FAS 613	33-Q	Morgan	A-3	22	G. S. Chastain		2.27
FAS 616	23-Q	Macoupin	A-3	18	Caldwell Engineering Co.		2.47
FAS 645	29-Q	Christian	A-2	22	County Day Labor		11.60

CONSTRUCTION

Bill No.	Section	Material	Quantity	Unit	Price	Total
FAS 679	13-3Q	Edgar	13-3Q	cu yd	2.50	3.29
FAS 679	13-4Q	Edgar	13-4Q	cu yd	3.86	3.16
FAS 688	200-Q	Clark	200-Q	cu yd	3.00	4.14
FAS 696	38-Q	Crawford	38-Q	cu yd	8.75	1.02
FAS 702	27-Q	Cumberland	27-Q	cu yd	3.29	3.22
FAS 702	28-Q	Cumberland	28-Q	cu yd	3.16	0.60
FAS 706	27-Q	Wayne	27-Q	cu yd	3.29	8.80
FAS 712	31-Q	Fayette	31-Q	cu yd	3.16	0.49
FAS 723	42-Q	Montgomery	42-Q	cu yd	1.02	1.64
FAS 732	26-Q	Macoupin	26-Q	cu yd	3.45	0.42
FAS 785	21-Q	Clinton	21-Q	cu yd	0.22	3.66
FAS 788	18-Q	Clinton	18-Q	cu yd	1.44	0.65
FAS 788	28-Q	Washington	28-Q	cu yd	3.25	2.26
FAS 804	40-Q	Lawrence	40-Q	cu yd	2.28	4.28
FAS 806	61-B	Lawrence	61-B	cu yd	7.13	3.78
FAS 809	21-2Q	Wabash	21-2Q	cu yd	2.13	2.89
FAS 813	18-Q	Edwards	18-Q	cu yd	3.93	3.25
FAS 861	40-Q	Randolph	40-Q	cu yd	2.99	2.26
FAS 866	12-Q	Perry	12-Q	cu yd	0.77	3.65
FAS 886	24-Q	White	24-Q	cu yd	1.00	0.27
FAS 895	48-Q	Saline	48-Q	cu yd	2.50	2.59
FAS 898	29Q-3	Saline	29Q-3	cu yd	2.68	0.06
FAS 906	39-Q	Williamson	39-Q	cu yd	3.73	1.07
FAS 910	(40, 34)Q	Williamson	(40, 34)Q	cu yd	0.96	0.80
FAS 917	(36, 39, 46)Q	Williamson	(36, 39, 46)Q	cu yd	4.87	0.55
FAS 927	(3, 6, 15)Q	Jackson	(3, 6, 15)Q	cu yd	2.68	14.10
		Johnson		cu yd	2.13	90.06
				cu yd	3.93	2.89
				cu yd	2.99	0.00
				cu yd	0.77	2.96
				cu yd	1.00	0.00
				cu yd	2.50	3.25
				cu yd	2.59	0.00
				cu yd	2.68	3.25
				cu yd	3.73	0.00
				cu yd	1.07	113.26
				cu yd	0.80	
				cu yd	0.55	
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TABLE 20.—Continued.
BITUMINOUS SURFACING AND RECONSTRUCTION OF EXISTING GRAVEL OR CRUSHED-STONE SURFACE.

Route	Section	County	Type or Subclass	Width in Feet	Contractor	Mileage Completed 1956	Mileage Uncompleted
SBI 89	119Q-1	Bureau	A-1	20	J. P. Hollerich Co.	1.68	
FA 17	50-Q	Coles	B-4	22, Var.	State Day Labor	0.39	
FA 153	(9, 10, 11)Q	Brown-Schuyler	A-3	24	State Day Labor	1.26	
FA 158	(1, 2, 3, 4) G-4, (5, 6) G-3	Pike-Calhoun	SC-3	20	Bituminous Fuel & Oil Co.	11.51	4.50
FA 158	3-BR	Pike	A-3	22	Speckhart Brothers	21.19	
FA 168	29-B	Woodford	A-3	22	W. K. Slagle Co.	0.18	0.13
FA 26	33-Q	McHenry	B-4	22	Suburban Oil Co.	7.52	
FA 35	11-Q	McHenry	B-4	20	Suburban Oil Co.	1.93	
FA 69	68-Q	JoDavies	B-3	19.5	Rees Construction Co.	4.26	
FA 164	122-XQ	Will	B-4	20	Johnston Roadbuilders, Inc.	3.46	
FA 174	Q-1Q	LaSalle	B-4	20	J. P. Wetherby Const. Co.	5.52	
FA 176	42-Q	DeKalb	B-4	20	Suburban Oil Co.	3.97	
FA 268	57-Q	LaSalle	B-4	20, 22, Var.	J. P. Wetherby Const. Co.	3.97	
FA 272	35-Q	Grundy	A-3	20	Chas. O'Brien & Son	1.49	
FA 335	169-Q	Iroquois	A-3	20	Mason & Meents Const. Co.	3.54	
FA 336	85-Q	Livingston	A-3	20	J. P. Wetherby Const. Co.	3.00	
FA 341	17-Q	Ford	A-3	20	R. P. Devine	3.33	
FA 345	147-Q	Livingston	A-3	20	Mason & Meents Const. Co.	4.79	
FA 346	146-Q	Livingston	A-3	20	Mason & Meents Const. Co.	9.42	
FA 354	148-Q	Livingston	A-3	20	Mason & Meents Const. Co.	5.03	
FA 355	155-Q-1	Livingston	A-3	20	J. P. Hollerich Co.	1.63	
FA 360	38-Q	Woodford	B-4	20	R. A. Cullinan & Son, Inc.	1.54	
FA 360	65-Q	McLean	A-3	20	Eaton Asphalt Co.	2.39	
FA 376	28-4Q	Stark	A-3	18	Princeville Stone Co.	4.50	
FA 472	L-Q	McLean	A-3	20	Eaton Asphalt Co.	4.40	
FA 483	59-Q	McLean	A-3	20	Eaton Asphalt Co.	2.03	
FA 487	63-Q	McLean	A-3	20	Eaton Asphalt Co.	2.50	
FA 490	66-Q	McLean	A-3	20	Eaton Asphalt Co.	4.06	
FA 557	45-Q	Logan	A-3	20	Earl Walker Co.	1.68	
FA 565, 573	43-Q, 15Q	Logan-Menard	A-3	20	County Day Labor	2.95	
FA 576	14-Q	Menard	A-3	20	R. A. Cullinan & Son, Inc.	1.82	
FA 637	1-Q	Shelby	A-3	20	G. S. Chastain	1.95	10.80
FA 709	17-Q	Efingham	A-3	20	Mautz & Oren	1.95	
FA 713	33-Q	Fayette	A-3	18	The Earl Walker Co., Inc.	5.32	
FA 716	34-Q	Fayette	A-3	18	The Earl Walker Co., Inc.	2.24	
FA 731	4-Q	Greene	A-3	20	Bituminous Fuel & Oil Co.	8.22	
FA 738	12-Q	Greene	A-3	20	Bituminous Fuel & Oil Co.	5.60	
FA 795	100G-1	Marion	A-3	20	Regenhardt Const. Co.	3.50	
FA 832	26-Q	Washington	A-3	20	Johnston Roadbuilders, Inc.	0.12	3.83
FA 941	7-Q	Alexander	A-3	20	Dale Denny Construction Co.	3.89	
FA 1110	161-Q	Kane	B-4	20	Geneva Construction Co.	2.41	
FA 1149	142-Q	DuPage	B-4	20	Black Top Roads Co.		4.26
FA 1305	111-Q	Kankakee	A-3	18	Azzarelli Construction Co.		1.40
FA 1311	69-Q	Kankakee	A-3	18	Triangle Construction Co.		1.55
FA 1328	193-Q	Iroquois	A-3	20	D. E. Lynch Construction Co.	2.05	
FA 1358	14-Q	Woodford	B-4	20	R. A. Cullinan & Son, Inc.	1.81	
FA 1371	59-Q	Peoria	A-3	20	Geo. E. Hoffman & Sons, Inc.		

FAS 1373	21-1Q	Stark	A-3	18	Henry County Construction Co.	0.32
FAS 1384	72-1Q	Peoria	A-3	20	Geo. E. Hoffman & Son, Inc.	3.96
FAS 1385	71-2Q	Peoria	A-3	20	McDougal-Hartmann Co.	3.26
FAS 1386	75-Q	Peoria	A-3	20	Geo. E. Hoffman & Sons, Inc.	1.31
FAS 1469	Y-Q	McLean	A-3	20	Eaton Asphalt Co., Inc.	6.26
FAS 1475	62-Q	McLean	A-3	18	Eaton Asphalt Co., Inc.	5.00
FAS 1479	67-Q	McLean	A-3	20	Eaton Asphalt Co., Inc.	1.71
FAS 1589	17-G	Adams	A-1	20	Diamond Construction Co.	6.08
FAS 1782	22-Q	Clinton	A-3	20	County Day Labor	2.67
Dist. 2	Bit. Seal Coat 1956-1	Ogle-Whiteside	A-1	18, Var.	Freeport Black Top Const. Co.	16.50
Dist. 3	Bit. Seal Coat 1956-1	Grundy-Kankakee	A-1	2@5, 9	Johnston Roadbuilders, Inc.	18.26
Dist. 5	Bit. Seal Coat 1956-1	Various	A-1	10, 20, 24, 40, Var.	R. P. Devine	17.27
Senate Bill 275	Bristol Game Farm Road	Kendall	A-1	18	J. W. Stahl Construction Co.	0.94
SA 9	28-B	Saline	H-1	20, 22, Var.	R. W. Ford	0.41

Total—Subclass A-1	54.65	6.08
Total—Subclass A-3	108.30	48.13
Total—Subclass B-3	4.26	0.00
Total—Subclass B-4	38.73	0.00
Total—Subclass SC-3	11.51	4.50
Total—Subclass H-1	0.41	0.00
Grand Total	217.86	58.71

INTERMITTENT BITUMINOUS RESURFACING—SUBCLASS I-11 (MODIFIED).

Route or District	Section	County	Contractor	Square Yards Completed 1956	Square Yards Uncompleted
1	Bit. Patch. & Resurf. 1956-2	Will.	Johnston Roadbuilders, Inc.	50,285	
1	Bit. Patch. & Resurf. 1956-7	Lake	Peter Baker & Son Co.	37,000	
1	Bit. Patch. & Resurf. 1956-9	Will.	Johnston Roadbuilders, Inc.	19,135	
1	Bit. Patch. & Resurf. 1956-10	Lake	Skokie Valley Asphalt Co., Inc.	3,321	45,114
2	Bit. Resurf. 1956-1	JoDavies-Stephenson-Carroll	Rein & Schultz, Inc.	153,660	
2	Bit. Resurf. 1956-2	Lee-Ogle-Carroll-Stephenson	Rockford Black Top Const. Co.	201,758	
2	Bit. Resurf. 1956-3	Bureau-Henry-Lee	J. P. Hollerich Co.	108,479	
3	Patch. & Bit. Resurf. 1956-1	LaSalle	Cephas Williams Const. Co.	22,494	
3	Patch. & Bit. Resurf. 1956-2	McLean	Berenz & Son Asphalt Co.	114,916	
3	Bit. Resurf. 1956-3	Kendall	Crown Rock Asphalt Co.	20,277	
4	Patch. & Bit. Resurf. 1956-1	Henry-Stark-Peoria-Marshall	Seneca Petroleum Co.	160,768	
4	Patch. & Bit. Resurf. 1956-2	Hancock-McDonough-Fulton	Gunther Construction Co.	57,486	
5	Patch. & Bit. Resurf. 1956-1	Vermilion	Danville Construction Co.	67,717	
5	Patch. & Bit. Resurf. 1956-2	Champaign-Edgar-Douglas-Vermilion	Whetzel Construction Co.	20,458	
6	Bit. Resurf. 1956-2	Christian	The Barber Paving Co.	100,768	
7	Bit. Patch. & Resurf. 1956-1	Various	Jefferson Asphalt Co., Inc.	67,436	
8	Patch. & Bit. Resurf. 1956-1	Greene-Macoupin	Thompson Asphalt Co.	126,329	
8	Patch. & Bit. Resurf. 1956-2	Macoupin-Madison	Fuller Paving Construction Co.	26,480	
9	Patch. & Bit. Resurf. 1955-2	Randolph	Bituminous Fuel & Oil Co.	193,142	
9	Patch. & Bit. Resurf. 1955-3	Saline-Franklin-Johnson-Massac	Gilmore Asphalt Products, Inc.	55,564	
9	Patch. & Bit. Resurf. 1956-1	Williamson-Saline-Gallatin	Maclair Asphalt Co., Inc.	152,562	
9	Patch. & Bit. Resurf. 1956-2	Johnson-Pulaski-Union	Gilmore Asphalt Products, Inc.	108,402	48,226

Total	1,871,437	93,340
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TABLE 20.—Continued.
GRADING.

Route	Section	County	Contractor	Mileage Completed 1956	Mileage Uncompleted
SBI 113	(110-E, 111, 112)I.	Will.	State Day Labor	5.31	
FAI 6.	2-A.	LaSalle	S. J. Groves & Sons Co. & Arcole Midwest Corporation		
FA 9 & 9 } Spur, SBI 24	11(R-1), 12A, 11-A.	Tazewell	Jansen & Schaefer	0.20	9.04
FA 14	28-2-SA.	St. Clair	Howell Construction Co. & J. D. Barter Construction Co.		
FA 38	34-A.	Pike	Burch Construction Co.		1.34
FA 49	19X-2A.	Sangamon	J. D. Barter Construction Co.		6.96
FA 160	106-A.	Effingham-Clay	D. M. Lake Construction Co.		1.10
FAS 62, 63	34-A.	Stephenson	Rockford Black Top Construction Co.	2.66	10.83
FAS 190	19-A.	Whiteside	McDougal-Hartmann Co.	5.12	6.84
FAS 472	72-A.	McLean	Valley Builders, Inc.		2.25
FAS 592	55-B.	Adams	Hollembeak Construction Co.		0.32
FAS 622	77-A.	Sangamon	County Day Labor	2.82	
FAS 627	76-A.	Sangamon	County Day Labor		5.06
FAS 640	7A-1, 7B-2.	Christian	County Day Labor	0.44	
FAS 640	7A-2, 7B-1.	Christian	County Day Labor	0.09	
SA 49	32-I.	Will	State Day Labor	0.42	
Total—Earth Grading				17.06	43.74

BRIDGES.

Route	Section	County	Type of Construction	Contractor	Number Completed 1956	Number Uncompleted
SBI 1	3-FR.	Iroquois	Fabrication	Bennett Industries, Inc.		
SBI 1	6XB-1.	Kankakee	Bridge repairs	State Day Labor		
SBI 1	8-B-1.	Edwards-Wabash	Bridge floor	Mautz & Oren, Inc.	1	
SBI 1	12-B-2.	Wabash	I-beam	G. H. Allen	1	
SBI 1	13 B-2.	Wabash-Lawrence	W F-beam	G. H. Allen		1
SBI 1	13 F-2.	Wabash-Lawrence	Fabrication	Chicago Heights Trading Co.		1

SBI 1	(13, 15)BY	Wabash-Lawrence	Widen R.C. slab	G. H. Allen	1
SBI 1	15 B-2	Lawrence	I-beam		1
SBI 1	34W-1, 34B-1	Williamson-Johnson	Steel I-beam	Leon B. Stilley Construction Co.	1
SBI 1	38F-1	Johnson	R.C. slab	State Day Labor	1
SBI 1	47Z-3B(1)	Vermilion	Reconstruct bridge floor		1
SBI 1	47Z-3B(2)	Vermilion	Steel plate girder (part substructure)	H. H. Mass Construction Co.	
SBI 1	47Z-3F	Vermilion	Steel plate girder (part substructure & all superstructure)		1
SBI 2	45-FR	Christian	Fabrication	McCalman Construction Co.	
SBI 2	47-BY	Macon	Widen R.C. slab	American Bridge Div., U.S. Steel Corp.	
SBI 2	68-BY	Marshall	Widen R.C. deck girder	The McElroy Co., Inc.	1
SBI 2	76-FR	Winnebago	Fabrication	Cephas Williams Co.	2
SBI 3	38-C	McDonough	Bridge repairs	Wendnagel & Company, Inc.	
SBI 5	19VF-1, 19F-1	Stephenson	Fabrication	State Day Labor	1
SBI 7	X-2B-1	LaSalle	Bridge repairs	Bethlehem Steel Co.	
SBI 8	25-BI, 23-BY, 22-BY	Livingston-Ford-Iroquois	R.C. slab superstructures	Trompeter Construction Co.	1
SBI 9	6-BR	Tazewell	Repair R.C. slab, Widen R.C. deck girder	Burnell G. Watson	4
SBI 9	(13, 3, 2)BY	Ford-Vermilion	Continuous I-beam		1
SBI 9	43-FR	Fulton	Widen R.C. slab	The McElroy Co., Inc.	1
SBI 9	(43, 44)R	Peoria-Fulton	Fabrication	Ben Harrison & Sons	3
SBI 10	8-BR	Piatt	R.C. slab	Rock Island Bridge & Iron Works, Inc.	
SBI 10	33-BR	Morgan	W.F. beam	McDougal-Hartmann Co.	2
SBI 10	33-FR	Morgan	Fabrication	The Walker Construction Co.	
SBI 11	L-2-I	Efingham	Bridge repairs	Sangamo Construction Co.	1
SBI 11	U-2BY & VB-2	Fayette	Widen R.C. slab	Illinois Steel Bridge Co.	1
SBI 11	U-2BY-2	Fayette	Widen R.C. slab	State Day Labor	1
SBI 12	22-C-I-2	Clinton	Bridge floor repairs	Culberson Construction Co.	1
SBI 13	I-15d-I	St. Clair	Bridge repairs	C. J. Moritz, Inc.	
SBI 13	12-2, 12-BR	Jackson	I-beam	State Day Labor	1
SBI 15	(16, 18)BY	Jefferson-Wayne	R.C. slabs	Chism & Miller, Inc.	1
SBI 15	18-BY-1, 19B-2	Wayne	W.F. beam	Triangle Construction Co.	2
SBI 16	5-BY & 5-BY-1	Coles	Widen R.C. slab	M. Hoeffken Co. & Hoeffken Bros., Inc.	1
SBI 23	1-BY	LaSalle	Widen R.C. deck girder & R.C. slab	G. H. Allen	2
SBI 24	11-BR	Tazewell	Widen R.C. slab	A. J. Walker Construction Co.	2
SBI 25	39%-W	Kankakee	I-beam, R.C. slab	J. P. Wetherby Construction Co.	1
SBI 36	8-C	Adams	Widen conc. arch	D. J. Mahoney Co.	2
SBI 36	15-BR, 15-BY	Pike	Bridge repairs	H. H. Mass Construction Co.	1
SBI 36	18-BR	Pike	R.C. slab	State Day Labor	1
SBI 36	19-B-1	Pike	Widen R.C. deck girder	Speckhart Bros.	1
SBI 36	20-C-I	Pike-Scott	I-beam	Sangamo Construction Co.	1
SBI 39	1(W, RS)	McLean	Bridge repairs	Culberson Construction Co.	1
SBI 43-A	2-B-1	Menard	Widen prestressed conc.	State Day Labor	1
SBI 44	19-B-1	Will	Bridge repairs	Berenz & Son Asphalt Co.	1
SBI 47, 7	(109, 110, 111X, G, Q)W, 109-BY, 110B-1	Grundy-Kendall	Bridge repairs	State Day Labor	1
			R.C. slab		
			Widen R.C. slab	Powers-Thompson Construction Co.	1

DIVISION OF HIGHWAYS

TABLE 20.—Continued.
BRIDGES—Continued.

Route	Section	County	Type of Construction	Contractor	Number Completed 1956	Number Uncom- pleted
SBI 48	127-BY	Macon	Widen R.C. deck girder	The McElroy Co., Inc.		1
SBI 53	535-B-1	Will	W.F. beam	E. H. Swenson & Son		
SBI 53	535-F-1	Will	Fabrication	Bethlehem Steel Co.		1
SBI 54	541-Y-3	Cook	Widen R.C. deck girder	Leininger Construction Co.		1
SBI 69, 23	(121, 122, 123)W, 121-B-1, 3W, 3BR	LaSalle	R.C. deck girder		1	
			R.C. slab		1	
			I-beam	Robert A. Black, Inc.	1	
SBI 71	10-B	Kane-Kendall	Widen R.C. deck girder	Carl E. Soderquist	1	
SBI 80	111BR, 111BY	Rock Island	Widen R.C. deck girder	Fred R. McKenzie & Co.	1	
SBI 86	105-BY	Whiteside	Widen R.C. deck girder	Ogle Construction Co.	1	
SBI 94A	114-1	Henderson	Bridge repairs	State Day Labor	1	
SBI 94A	116B-2	Henderson	New steel pan floor	State Day Labor	2	1
SBI 116	112-C-1	Livingston	Repair bridge and rebuild parapet walls and seat	State Day Labor	1	
SBI 133	122-C-1	Coles	Bridge repairs	State Day Labor	1	
SBI 142	108-BY	Marion	Widen R.C. deck girder	The McElroy Co., Inc.	1	
SBI 143	101-RB	Franklin	W.F. beam, R.C. slabs	Tri-State Engineering Co.		1
SBI 143	105-C-1	Saline	Bridge repairs	State Day Labor		3
SBI 147	116-BR	Johnson-Pulaski	W.F. beam, R.C. slab	Howell Const. Co. & J. D. Barter Const. Co.		1
FA 6	8-RB	Kane	Bridge substructure	Eric Bolander Construction Co.		2
FA 6	8-RF	Kane	Fabrication	Allied Structural Steel Cos.		
FA 9	9HF, 9HF-1	Peoria	Fabrication	Illinois Steel Bridge Co.		
FA 9	10B-1	Peoria	Part of substructure	McCann & Co., Inc.		
FAI 5	10-E	Peoria-Tazewell	Erection	Industrial Construction Co.		
FA 9	10-F	Peoria-Tazewell	Fabrication (part)	Allied Structural Steel Cos.		
FA 9	10-F-1	Peoria	Bridge repairs	Illinois Steel Bridge Co.		1
FA 13	7-2-B-1	Clay	Parallel steel plate deck girder	State Day Labor	1	
FA 14	27-1B	St. Clair	Fabrication	M. Hoeffken Co. & Hoeffken Bros., Inc.		2
FA 14	27-1F	St. Clair	Parallel R.C. slab	American Bridge Div., U. S. Steel Corp.	2	
FA 26	139-B2	Kankakee	R.C. slab	Triangle Construction Co.	1	
FA 34	27	Will	Parallel R.C. slabs	Orr Construction Co.	6	
FA 34	27-B, 27B-1, 27B-2, 27B-3	Will	Precast prestressed conc.	Ioliet Bridge & Const. Co.		
FA 38	34-B	Pike	R.C. slab	Sangamo Construction Co.		2
FA 39	14-B	Champaign	I-beam	General Paving Co., Inc.		2
FA 77	86B-1, 86B-2, 86B-3	Will	Dual substructure	Eric Bolander Construction Co.	3	
FA 77	87-B	Will	Bridge floor	Great Lakes Dredge & Deck Co.		
FA 77	87-D	Will	Erection	Superior Concrete Const. Co.		
FA 77	87-E	Will	Fabrication	Merritt-Chapman & Scott Corp.		
FA 77	87-F	Will		Allied Structural Steel Cos.		2

FA 77	87B-1, 87B-2, 87VB-1	Will	I-beam	The Standard Paving Co.	1	
FA 77	87F-1, 87VF-1	Will	Fabrication	Illinois Steel Bridge Co.	1	
FA 77	88B-1	Will	I-beam	E. H. Swenson & Son	1	
FA 77	88F-1	Will	Fabrication	Vierling Steel Works	1	
FA 77	91B-1	Grundy	Parallel I-beams	Superior Concrete Const. Co.	2	
FA 77	91F-1	Grundy	Fabrication	Bennett Industries, Inc.	1	
FA 80	54-B	Pike	Cont. R. C. deck girder	C. E. Burgett Construction Co.	1	
FA 113	100-B	White-Gallatin	I-beam	Edgar Stephens Construction Co.	1	
FA 113	102-B	White-Gallatin	Plate girder	Culberson Construction Co.	2	
FA 154	2-B	LaSalle	R. C. slab	Eric Bolander Construction Co.	1	
FA 154	14-B	Bureau	I-beam	Ladd Construction Co.	1	
FA 155	402-B	Jersey	Parallel W. F. beams	McCann & Co., Inc.	2	
FA 155	402-F	Jersey	Fabrication	Illinois Steel Bridge Co.	1	
FA 155	432-B	Greene-Jersey	Deck girder and I-beam	McCann & Co., Inc.	1	
FA 155	432-F	Greene-Jersey	Fabrication	Mississippi Valley Structural Steel Co.	1	
FA 155	501-B	Greene	R. C. deck girder, Precast conc., Precast prestressed conc.		3	
FA 168	1-B	Putnam	I-beams, R. C. slab	Sangamo Construction Co.	3	
FA 168	2-B	Putnam	I-beams	Ladd Construction Co.	2	
FA 168	3-B	Putnam	I-beams	Valley Builders, Inc.	1	
FA 178	1-B	LaSalle	Substructure, Steel plate girder & Truss	McDougal-Hartmann Co.	1	
FA 178	1-F	LaSalle	Fabrication	H. H. Mass Construction Co.	1	
FA 188	1-HB, 1-BR	Winnebago	R. C. slab	Allied Structural Steel Co.	1	
FA 71	1-B	Jo Daviess	I-beam	Shappert Engineering Co.	2	
FA 81	29-B	Ogle	Continuous steel beam	Shappert Engineering Co.	1	
FA 106	54-B	Kane	R. C. rigid frame	Shappert Engineering Co.	1	
FA 172	43-B	DeKalb	Reinforced conc. slab	Scheflow & Monahan	1	
FA 188	61-B	Lee	I-beam	Superior Concrete Const. Co.	1	
FA 188	92-B	Lee	R. C. girder	Shappert Engineering Co.	1	
FA 189	43-B	Ogle	R. C. slab	Shappert Engineering Co.	1	
FA 190	19-A	Whiteside	R. C. slab	Shappert Engineering Co.	1	
FA 260	41-G	LaSalle	I-beam	McDougal-Hartmann Co.	1	
FA 270	68-G	LaSalle	Steel I-beam	J. P. Hollerich Co.	1	
FA 272	20-B	Grundy	R. C. slab	Ladd Construction Co.	1	
FA 318	73-B	Kankakee	Prestressed conc.	Chris Riber & Son	1	
FA 321	59X-B	Iroquois	Continuous slab	R. P. Devine	1	
FA 350	61-B	Livingston	R. C. slab	Burnell G. Watson	1	
FA 353	28-B	Ford	Steel I-beam	H. J. Eppel & Co.	1	
FA 355	YB	McLean	I-beam	Burnell G. Watson	1	
FA 356	98-B	Livingston	R. C. rigid frame	West Construction Co.	1	
FA 361	1-G	Woodford	R. C. slab	H. J. Eppel & Co.	1	
FA 392	53-Q	Fulton	I-beam	Wood-Mar Construction Co.	1	
FA 393	1-B & 1-1B	Knox	Prestressed conc. deck	Swords & Dietz	1	
FA 415	13-B	Henderson	I-beam	Sweborg Construction Co.	1	
FA 470	1-1B	Tazewell	I-beam	Russell Manning	2	
FA 507	20B-1	Logan	I-beam	Ben Harrison & Sons	1	
FA 572	25-B	Mason	Continuous R. C. slab	Tanner Construction Co.	1	
FA 575	17-B	Cass	I-beam	A. Olson Construction Co.	1	
FA 592	55-B	Adams	Continuous steel beam	Krueger Construction Co., Inc.	1	
FA 598	31-G	Pike	I-beam	Hollenbeak Construction Co.	1	
				County Day Labor	1	

TABLE 20.—Continued.
BRIDGES—Concluded.

Route	Section	County	Type of Construction	Contractor	Number Completed 1956	Number Uncompleted
FAS 604.	22-3B	Pike	I-beam	Sangamo Construction Co.	1	
FAS 613.	33-Q	Morgan	Steel beam	G. S. Chastain	1	
FAS 616.	23-Q	Macoupin	Precast prestressed conc.	Caldwell Engineering Co.		1
FAS 640.	7A-2, 7B-1	Christian	Continuous I-beam	County Day Labor	1	
FAS 640.	8B-1	Christian	Continuous I-beam	County Day Labor	1	
FAS 665.	16-B	Douglas	I-beam	Ben Harrison & Sons		1
FAS 688.	50-1B	Clark	R.C. slab	Zimmerly Construction Co.	1	
FAS 694.	37-B	Clark	Continuous I-beam	Walker Construction Co.	1	
FAS 706.	36-B, 27-B	Wayne	Continuous I-beam	Walker Construction Co.	1	
FAS 719.	25-B	Clay	Reconstruct I-beam	Culberson Construction Co.	1	
FAS 719.	25-F	Clay	I-beam	McCann & Co., Inc.		1
FAS 772.	104-B	Madison	Fabrication	Vincennes Steel Corp.		
FAS 779.	25-B	Madison	Continuous steel beam	Madison Construction Co.	2	
FAS 782.	18-B, 20-B	Bond	Steel I-beam	C. E. Burgett		1
FAS 782.	26-B	Bond-Clinton	I-beam	Calhoun County Contracting Corp.	1	
FAS 788.	18-Q	Bond	I-beam	C. E. Burgett		1
FAS 828.	78-B	Clinton	I-beam	Bituminous Fuel & Oil Co.	1	
FAS 842.	221-B	Jefferson	Precast conc.	C. J. Moritz, Inc.	1	
FAS 906.	39-Q	St. Clair	Continuous steel beam	N. S. Gorman Construction Co.	1	
FAS 910.	40-B	Williamson	I-beam	Mitchell Contracting Co.		4
FAS 910.	40-B	Williamson	R.C. deck girder	Mitchell Contracting Co.		1
FAS 1110.	171-B	Kane	Precast prestressed conc.	Triangle Construction Co.	1	
FAS 1217.	50-G	Kane	Continuous I-beam	E. M. Melahn Construction Co.	1	
FAS 1231.	21-B	Merce	R.C. slab	Swords & Dietz	1	
FAS 1269.	37-B	Henry	Prestressed conc. deck	Sweborg Construction Co.		1
FAS 1285.	36-B	Grundy	Continuous I-beam	Powers-Thompson Const. Co.	1	
FAS 1285.	36-B	Grundy	Continuous I-beam	Powers-Thompson Const. Co.	1	
FAS 1323.	125B-3	Iroquois	R.C. rigid frame	Chris Ribber & Son	1	
FAS 1396.	54-B	Knox	R.C. slab	Burnell G. Watson	1	
FAS 1396.	54-F	Knox	Continuous I-beam	Sweborg Construction Co.		
FAS 1436.	45-1B	Knox	Fabrication	Rock Island Bridge & Iron Works, Inc.	1	
FAS 1439.	50-B	McDonough	I-beam	Caldwell Engineering Co.		1
FAS 1439.	50-B	McDonough	Plate girder	Caldwell Engineering Co.		1
FAS 1456.	48-G	Fulton	I-beam, R.C. slab	Swords & Dietz		2
FAS 1581.	25-G	Schuyler	Continuous steel beam	Hollenbeak Construction Co.		2
FAS 1657.	25-B	Cumberland	Continuous steel beam	Ben Harrison & Sons		
FAS 1930.	18-B	Pope	I-beam	Howell Construction Co.	1	
SA 9.	2-MFT-I	Coles	Widen R.C. deck girder	Howell Construction Co. & J. D. Barter Construction Co. State Day Labor		1
SA 9.	2-MFT-I	Coles	Widen R.C. deck girder	Howell Construction Co. & J. D. Barter Construction Co. State Day Labor		1

SA 9	Illinois River Bridge at Utica (2)	LaSalle	Repairs to operating mechanism over center pier	Strobel Construction Co.	1	
SA 13	P-15d-B	Williamson	Steel truss, I-beam	Tri-State Engineering Co.	2	
SA 29	107B-I	Kane	Bridge repairs	H. H. Mass Construction Co.	1	
SA 51	59-C-RS	St. Clair	Bridge repairs	State Day Labor	2	
SA 98	1299-15d-I	Cook	Bridge repairs	State Day Labor		1
SA 153	0404Z-BR	Cook	I-beam	States Improvement Co.		
SA 153	0404Z-FR	Cook	Fabrication	Bennett Industries, Inc.		1
SA 180	0101-BR	Cook	Replace bridge floor	E. H. Swenson & Son	1	
SA 193	2425.1-15d-I	Cook	Bridge repairs	State Day Labor	1	
Dist. 3	Bridge Rail Repairs 1955-1	Grundy-Kankakee-Livingston-Iroquois				
Dist. 3	Bridge Rail Repairs 1955-2	Iroquois-Kankakee-McLean	Replace handrails	State Day Labor	4	
Dist. 4	Bridge Floor Resurf. 1956-1	McDonough-Fulton-Knox-Peoria	Repair handrails	State Day Labor	3	
Dist. 5	Bridge Handrail Repairs 1955-1	Vermillion-Iroquois	Bridge floor resurfacing	Gunther Construction Co.	8	
Dist. 10	Bridge Rail Replacement 1956-1	Cook	Repair handrails	State Day Labor	4	
			Replace handrails	State Day Labor	7	
Total—Bridges					78	75
Total—Bridges, Widened					15	10
Total—Bridges, Repaired					46	6

GRADE SEPARATIONS.

Route	Section	County	Type of Construction	Contractor	Number Completed 1956	Number Uncompleted
SBI 5	19VF-1, 19F-1	Stephenson	RR continuous I-beam fabrication	Bethlehem Steel Co.		
SBI 22	G-VB	Kane	RR I-beam	E. M. Melahn Construction Co.	1	
SBI 46	461-VB	Cook	RR I-beam	States Improvement Co.		
SBI 46	461-VF	Cook	Fabrication	Allied Structural Steel Cos.	1	
SBI 48	126X-SF	Macon	RR steel deck plate girder fabrication	Mississippi Valley Structural Steel Co.		
SBI 53	533VB-1-I	DuPage	RR grade separation repairs	State Day Labor		1
SBI 65	652VB-1	Kendall	RR grade separation repairs	State Day Labor		1
SBI 142	110-2VB	Jefferson	RR W F-beam	Regenhardt Construction Co.		1
SBI 157	119-V D-I	St. Clair	RR viaduct repairs	State Day Labor	1	
FA 1	FX-SB	Clark	RR deck plate girder	McCalman Construction Co.		
FA 1	FX-SF	Clark	Fabrication	Vincennes Steel Corp.	1	
FA 4	64-1-VE	St. Clair	RR I-beam plate girder, Steel truss erection	H. H. Hall Construction Co.		
FA 4	64-1-VD	St. Clair	Floor	Chism & Miller, Inc.	1	

DIVISION OF HIGHWAYS

TABLE 20.—Continued.
GRADE SEPARATIONS—Concluded.

Route	Section	County	Type of Construction	Contractor	Number Completed 1956	Number Uncompleted
FA 4	86-VB	Cass	RR I-beam	Calhoun County Contracting Corp.	1	
FA 4	86-VF	Cass	Fabrication	Illinois Steel Bridge Co.		
FA 5	520-HB	Madison	Hwy. I-beam	McCann & Co., Inc.	1	
FA 5	520-HF	Madison	Fabrication	Illinois Steel Bridge Co.		
FA 6	100HF-2N, 2S, 3	DuPage	Hwy. I-beam fabrication	Bennett Industries, Inc.		
FA 6	100-VF-1	DuPage-Cook	RR I-beam fabrication	Vierling Steel Works		
FA 6	100-VF-2	DuPage-Cook	RR I-beam fabrication	Wendnagel & Company, Inc.		
FA 9	9HF, 9HF-1	Peoria	Hwy. I-beam fabrication	Illinois Steel Bridge Co.		
FA 14	13-1	Jackson	Hwy. I-beam	McDougal-Hartmann Co.	1	
FA 14	27-1VHB	St. Clair	Hwy. plate girder, RR plate girder			
FA 14	27-1VHF	St. Clair	Fabrication	McCann & Company, Inc.		1
FA 14	28-2-SB	St. Clair	RR plate girder	Stupp Bros. Bridge & Iron Co.		
FA 14	28-2-SF	St. Clair	Fabrication	Howell Construction Co. & J. D. Barter Construction Co.		1
FA 19	7-SB-2	Cook	RR plate girder	Bethlehem Steel Co.		
FA 19	7-SF-2	Cook	Fabrication	Michael J. McDermott & Co.		
FA 21	12-HF	Lake	Hwy. I-beam fabrication	Bethlehem Steel Co.		1
FA 21	12-VF	Lake	RR I-beam fabrication	American Bridge Div., U. S. Steel Corp.		
FA 23	414-SB	Cook	RR plate girder	American Bridge Div., U. S. Steel Corp.		
FA 23	414-SF	Cook	Fabrication	M. J. Boyle & Co.		1
FA 26	139-HB	Kankakee	Parallel Hwy. I-beams	Bethlehem Steel Co.	2	
FA 34	26-HB	Will	Hwy. I-beam	Triangle Construction Co.	1	
FA 34	26-HB-1	Will	Hwy. I-beam	E. H. Swenson & Son	1	
FA 34	27-VB	Will	Parallel RR I-beams	E. H. Swenson & Son	2	
FA 34	27-VB-1	Will	Parallel RR I-beams	Superior Concrete Const. Co.	2	
FA 34	27-HB	Will	Parallel Hwy. I-beams	The Standard Paving Co.	2	
FA 34	27-HB-1	Will	Hwy. I-beam	Superior Concrete Const. Co.	1	
FA 34	28, 29R-2, 29R-2-HB	Will	Parallel Hwy. I-beams	Ioliet Bridge & Const. Co.	2	
FA 34	29R-1, 29R-1HB	Will	Hwy. I-beam	Powers-Thompson Const. Co.		
FA 34	29R-1HF	Will	Fabrication	Leininger Construction Co.		
FA 34	29R-2HF	Will	Parallel Hwy. I-beam fabrication	Bennett Industries, Inc.	1	
FA 39	14-HB	Champaign	Hwy. I-beam	Vierling Steel Works		
FA 39	14-HF	Champaign	Fabrication	Culberson Construction Co.		1
FA 39	14-HB-1	Champaign	Hwy. I-beam	Bennett Industries, Inc.		
FA 39	14-HF-1	Champaign	Fabrication	Culberson Construction Co.		1

FA 39	14-HB-2	Champaign	Hwy. I-beam	General Paving Co., Inc.		1
FA 39	14-HF-2	Champaign	Fabrication	Illinois Steel Bridge Co.		
FA 39	14-HB-3	Champaign	Hwy. I-beam	Culberson Construction Co.		1
FA 39	14-HF-3	Champaign	Fabrication	Illinois Steel Bridge Co.		
FA 39	14-HB-4	Champaign	Hwy. I-beam	Culberson Construction Co.		1
FA 39	14-HF-4	Champaign	Fabrication	Illinois Steel Bridge Co.		
FA 39	14-VB	Champaign	RR plate girder	Culberson Construction Co.		
FA 39	14-VF	Champaign	Fabrication	American Bridge Div., U. S. Steel Corp.		1
FA 49	19X-2HB	Sangamon	Hwy. WF-beam	Sangamo Construction Co.		1
FA 77	86VB-1	Will	RR I-beam	Powers-Thompson Construction Co.	1	
FA 77	87B-1, 87B-2, 87VB-1	Will	RR I-beam	The Standard Paving Co.		
FA 77	87F-1, 87VF-1	Will	Fabrication	Illinois Steel Bridge Co.	1	
FA 77	90-HB	Will	Hwy. I-beam	Powers-Thompson Construction Co.	1	
FA 77	90-HB-1	Will	Hwy. I-beam	Poliet Bridge & Construction Co.	1	
FA 77	91-VB-1	Grundy	Hwy. I-beam	Powers-Thompson Construction Co.	1	
FA 77	91-VF-1	Grundy	Parallel RR I-beams	Bennett Industries, Inc.	2	
FA 77	92-HB	Grundy	Fabrication	Powers-Thompson Construction Co.		
FA 77	92-HF	Grundy	Hwy. I-beam	Bennett Industries, Inc.	1	
FA 99	125-HB	Lake	Fabrication	Arcole Midwest Corp.		1
FA 122	12-SF-S	Cook	Hwy. WF-beam			
			RR through girder subway			
FA 132	1-HF	Madison	Hwy. WF-beam fabrication	Bethlehem Steel Co.		
FA 16	2-HB	LaSalle	Hwy. I-beam (AASHO Test Road)	Stupp Bros. Bridge & Iron Co.		
FA 154	2-HF, 2F-1	LaSalle	Fabrication (AASHO Test Road)	S. J. Groves & Sons Co. & Arcole Midwest Corp.	3	
FA 154	14-VB	Bureau	RR I-beam	American Bridge Div., U. S. Steel Corp.		
FA 154	14-VB-1	Bureau	RR I-beam	Ladd Construction Co.	1	
FA 188	1-HB, 1-BR	Winnebago	Hwy. I-beam	Ladd Construction Co.		1
FA 188	1-HF	Winnebago	Fabrication	Shappert Engineering Co.		
FA 190	520-1-HB	Madison	Hwy. WF I-beam	Milwaukee Bridge Co.	1	
FA 190	520-1-HF	Madison	Fabrication	McCann & Co., Inc.		
FA 190	521-VB	Madison	Parallel RR I-beams	Vincennes Steel Corp.	1	
FA 190	521-VF	Madison	Fabrication	McCann & Co., Inc.	2	
FA 190	521-1-HB	Madison	Hwy. I-beam	Illinois Steel Bridge Co.	1	
FA 190	522-1-HB	Madison	Hwy. I-beam	McCann & Co., Inc.	1	
FA 190	522, 522-HB, 522-SB	Madison	Hwy. I-beam	N. S. Gorman Construction Co.	1	
FA 15	9HF-2, 3, 4	Peoria	RR plate girder subway	S. J. Groves & Sons Co.		
FAS 1044	86-VB	Winnebago	Hwy. I-beam fabrication	Rock Island Bridge & Iron Works, Inc.		
FAS 1044	86-VF	Winnebago	RR I-beam	Shappert Engineering Co.		
SA 13	53-BR	Kane	Fabrication	Bennett Industries, Inc.	1	
			RR I-beam	H. H. Mass Construction Co.	1	
Total—Highway Grade Separations					20	11
Total—Railroad Grade Separations					19	7
Total—Railroad Grade Separations Repairs					1	2

TABLE 20.—Continued.
BRIDGE PAINTING.

Route or District	Section	County	Contractor	Number Completed 1956	Number Uncom- pleted
FAS 910	40-B	Williamson	Triangle Construction Co.		1
1	Painting 1956-1	Lake-McHenry	M. R. Roberts Co.	3	
2	Painting 1956-1	Lee-Ogle-Whiteside-Rock Island	D & W Chonowski	2	6
3	Painting 1956-1	Marshall-Grundy	Roseland Painting & Decorating Co., Inc.	3	
4	Painting 1956-1	McDonough-Schuylor-Fulton-Marshall-Bureau	J. W. Ossola Co.	8	
6	Painting 1956-2	Peoria-Tazewell	The Republic Structural Painting Corp.	1	2
7	Painting 1956-1	Adams-Pike-Schuylor-Mason-Logan-Christian	C & G Painting Corp.	15	
7	Painting 1956-1	Wabash	The Republic Structural Painting Corp.	1	
8	Painting 1955-1	Lawrence-Crawford-Fayette	Hartmann-Walsh Painting Co.	5	
9	Painting 1955-1	Greene-Jersey-Montgomery-Madison-Bond	Universal Structural Painting Corp.	3	
10	Painting 1955-1	Johnson-Massac-Pope-Randolph-Jackson	Universal Structural Painting Corp.	9	1
	Painting 1956-1	Cook	M. R. Roberts Co.	13	
Total				63	13

MISCELLANEOUS.

Route or District	Section	County	Type of Construction	Contractor	Per Cent Completed 1956	Per Cent Uncom- pleted
SBI 1	(36, 37) LS	Johnson	Landscaping	Fred Phillips	100	
SBI 2		Fayette	Roadside parks	State Day Labor	100	
FA-12	P-2-RR & 20-RP	Mercer	Box culvert	Fred R. McKenzie & Co.	100	
SBI 3	25-BR	Madison	Gravel or crushed-stone side-walk	State Day Labor	100	
SBI 3	60-I		Landscaping	Clark Bros. Co.	100	
SBI 3	(73X, 74, 75) LS	Randolph	Drainage system repair	State Day Labor	100	
SBI 4	G-I	Sangamon	Removal of pavement & bridge	Thomas M. Madden Co.	100	100
SBI 4A	C-BW	Cook	Drainage facilities improvement	State Day Labor	100	
SBI 4A	D-RS-2-I	Will			100	

SBI 8	17-BR	Peoria	Box culvert	D. J. Mahoney Co.	100
SBI 9	39-T	Fulton	Rock jetties	State Day Labor	100
SBI 11	(L, K, J)W	Efingham	Gutter widening	C. J. Moritz, Inc.	100
SBI 11	Q-RS-I	Bond	Culvert extension	State Day Labor	100
SBI 13	15 A-1	Perry	Widening shoulders	J. D. Barter Const. Co.	100
SBI 24	K-1	Mason-Menard	Pier protection	State Day Labor	100
SBI 25	20-X-I	Coles	Gravel shoulders	State Day Labor	100
SBI 25	21-X-I	Douglas	Gravel shoulders	State Day Labor	100
SBI 44	17A-I	Will	Regrading & storm sewers	State Day Labor	100
SBI 46	461-T-1	Cook	Storm sewers & drainage structures	State Day Labor	100
SBI 48	130-HL	Macon	Highway lighting	John Doherty Co.	100
SBI 49	143-VX-1	Will	Eliminating intersections	Champaign Asphalt Co.	100
SBI 54	541-S2.1	Cook	Water main relocations	State Day Labor	100
SBI 59	106-1-T	Lake	Storm sewers	Abbott Contractors, Inc.	100
SBI 64	130I-1	DuPage	Frontage road	State Day Labor	100
SBI 88	130-TS	Peoria	Traffic signals	State Day Labor	40
SBI 88	130-1-I, 130-2-I	Peoria	Landscaping	J. C. Schaefer Electric, Inc.	15
SBI 96	120-HB	Hancock	Pedestrian overpass	State Day Labor	60
SBI 100	114-I	Cass	Pipe culverts	O. P. Phimister	0
SBI 119	(114, 115)I	Vermilion	Gravel shoulders	State Day Labor	100
SBI 120	113-I	DeWitt	Intersection improvement	State Day Labor	100
SBI 128	101-I	Shelby	Special ditch construction	State Day Labor	100
SBI 133	(121, 122)I	Douglas-Coles-Edgar	PCC patching	State Day Labor	100
SBI 138	103-I	Wabash	Intersection improvement	State Day Labor	100
SBI 150	133-I	Alexander	Retaining wall	Triangle Construction Co.	0
SBI 185	(112, 113, 114)I	Fayette	Shoulder & ditch grading	Frank C. Feutz Co.	100
FA 4	86-D-I	Cass-Schuyler	Bridge floor correction	State Day Labor	100
FA 4	(86-1, 6X-3)I	Cass	Set ROW markers	State Day Labor	100
FA 4	201-TS	Madison	Traffic signals	R. Dron Electrical Co., Inc.	98
FA 5	1-TS	McLean	Traffic signals	Champaign Asphalt Co.	2
FA 5	12R-5	Livingston	Frontage roads	Johnston Roadbuilders, Inc.	100
FA 5	16-Q	McLean	Seal coat on service drives	State Day Labor	100
FA 5	22-XD-1	Logan	A-3 on frontage roads	R. A. Cullinan & Son, Inc.	10
FA 5	(22, 117)Q-1	Montgomery	Seal coat on service drives	State Day Labor	100
FA 5	23-1-TS	Macoupin	Traffic signals	R. Dron Electrical Co., Inc.	100
FA 5	116-4-TS	Montgomery	Traffic signals	Champaign Asphalt Co.	100
FA 9	9W-13	Peoria	Removal of buildings	Wm. W. Kumpf	100
FA 9	9W-14	Peoria	Removal of buildings	Clifford E. Himmelrich	20
FA 12	BX-1-TS-1	Clark	Traffic signals	Champaign Asphalt Co.	100
FA 12	(BX, BX-1)I	Clark	Gravel shoulders	State Day Labor	100
FA 12	10X-TS	Clark	Traffic signals	Champaign Asphalt Co.	100
FA 12	FX-TS-1	Cumberland	Traffic signals	Champaign Asphalt Co.	100
FA 12	Q-1-TS	Bond	Traffic signals	State Day Labor	100
FA 12	Q-1-TS-1	Bond	Intersection reconstruction	State Day Labor	100
FA 35	(8, 11, 13)LS	Hardin	Landscaping	National Landscaping Co., Inc.	100
FA 99	263-0101.5	Cook	Pedestrian barrier fence	Midwest Fence Corp.	100
FA 125	1324-15d-R	Cook	Retaining wall	Joliet Bridge & Const. Co.	100
FA 131	2525-113RW	Cook	Retaining wall	Areole Midwest Corp.	0
FA 131	2527-109LS	Cook	Landscaping	National Landscaping Co., Inc.	70
FA 131	2527-110HL	Cook	Highway lighting	Commercial Light Co.	25
FA 131	2527-111CS	Cook	Traffic signals	Wood Electrical Const., Inc.	100

DIVISION OF HIGHWAYS

TABLE 20.—Continued.
MISCELLANEOUS—Continued.

Route or District	Section	County	Type of Construction	Contractor	Per Cent Completed 1956	Per Cent Uncompleted
FA 131	2527-111SG	Cook	Traffic signs	General Outdoor Advertising Co., Inc.	95	5
FA 131	3133-213RN	Cook	Reconstruct water mains	M. J. Boyle & Co.	80	0
FA 131	3133-214RMT	Cook	Reconstruct water mains and sewers			
FA 131	3939-112T	DuPage	Storm sewers	Santucci Const. Co.	95	5
FA 144	29-I	Jackson	Shoulder widening	Kenny Construction Co.	50	50
FA 151	1-TS	Madison	Traffic signals	Pautler Brothers	25	75
FA 172	11-HL	Peoria	Highway lighting	R. Dron Electrical Co., Inc.	100	
FA 172	13-HB	Peoria	Pedestrian overpass	Virgil Cook & Son	100	
FA 172	14-I, 14-1-I, 14-2-I	Peoria	Landscaping	D. J. Mahoney Co.	100	
FA 173	0505-141W	Cook	Removal of buildings	State Day Labor	40	0
FA 173	0505-142W	Cook	Removal of buildings	Bosley Wrecking Co.	5	95
FA 173	0505-144W	Cook	Removal of buildings	Cleveland Wrecking Co. of Cincinnati	50	50
FA 173	0505-145W	Cook	Removal of buildings	A-Banner Wrecking Co.	25	75
FA 173	0605-124W	Cook	Removal of buildings	Cleveland Wrecking Co. of Cincinnati	100	100
FA 173	0605-140W	Cook	Removal of buildings	Speedway Wrecking Co.	100	
FA 173	0705-120W	Cook	Removal of buildings	Speedway Wrecking Co.	60	40
FA 173	0705-136W	Cook	Removal of buildings	Speedway Wrecking Co.	70	0
FA 173	0705-143W	Cook	Removal of buildings	National Wrecking Co.	50	50
FA 173	0705-146W	Cook	Removal of buildings	National Wrecking Co.	100	100
FA 173	0706-139W	Cook	Removal of buildings	Harvey Wrecking Co.	5	95
FA 173	0707-134W	Cook	Removal of buildings	Midwest Wrecking Co.	45	55
FA 173	0707-135W	Cook	Removal of buildings	A-Banner Wrecking Co.	75	25
FA 173	0707-137W	Cook	Removal of buildings	Bosley Wrecking Co.	85	15
FA 173	0707-138W	Cook	Removal of buildings	Speedway Wrecking Co.	85	15
FA 173	0803-133W	Cook	Removal of buildings	Atlas Wrecking Co.	5	95
FA 173	0805-113W	Cook	Removal of buildings	Cleveland Wrecking Co. of Cincinnati	100	
FA 173	0807-116W	Cook	Removal of buildings	Bosley Wrecking Co.	50	0
FA 173	0808-126W	Cook	Removal of buildings	Bosley Wrecking Co.	8	0
FA 173	1005-117W	Cook	Removal of buildings	Harvey Wrecking Co.	100	
FA 173	1005-118W	Cook	Removal of buildings	Atlas Wrecking Co.	25	0
FA 173	1005-121W	Cook	Removal of buildings	Speedway Wrecking Co.	100	
FA 173	1005-122W	Cook	Removal of buildings	Speedway Wrecking Co.	100	
FA 173	1005-127W	Cook	Removal of buildings	Speedway Wrecking Co.	100	
FA 173	1005-128W	Cook	Removal of buildings	Bosley Wrecking Co.	100	
FA 173	1005-129W	Cook	Removal of buildings	Cleveland Wrecking Co. of Cincinnati	100	
FA 173		Cook	Removal of buildings	Harvey Wrecking Co.	100	

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FA 173	1006-130W	Cook	Removal of buildings	Cleveland Wrecking Co. of Cincinnati	100	
FA 173	1006-131W	Cook	Removal of buildings	Midwest Wrecking Co.	100	
FA 173	1007-114W	Cook	Removal of buildings	Bosley Wrecking Co.	30	0
FA 173	1007-115W	Cook	Removal of buildings	Cleveland Wrecking Co. of Cincinnati	10	0
FA 173	1007-119W	Cook	Removal of buildings	Speedway Wrecking Co.	85	0
FA 173	1007-123W	Cook	Removal of buildings	Atlas Wrecking Co.	100	
FA 173	1007-125W	Cook	Removal of buildings	Speedway Wrecking Co.	100	
FA 173	1008-112W	Cook	Removal of buildings	Bosley Wrecking Co.	30	0
FA 173	1008-132W	Cook	Removal of buildings	Midwest Wrecking Co.	100	
FAI 5,						
SBI 9	9W-15 (44, 45)W-1	Peoria	Removal of buildings	Clifford E. Himmelrich	93	7
FAI 5	(11, 13, 14)W-5	Tazewell	Removal of buildings	Clifford E. Himmelrich	55	45
FAS 1372	3-1B	Stark	Box culvert	R. A. Cullinan & Son, Inc.	100	
SA 1, 7, 9	(B-D-E-I)I & (C-D-E)I	Boone-DeKalb	Shoulder stabilization	State Day Labor	100	
SA 7	P-TS	Kankakee	Traffic signals	Triangle Construction Co.	100	
SA 9	52X-1	DuPage	Gravel or crushed-stone shoulders with A-3			
SA 9	Maintenance Patrol 37-0	LaSalle	Pier protection cell	State Day Labor	100	
SA 11	E-15d-Q	Williamson	Shoulder stabilization	J. P. Hollerich Co.	60	40
SA 13	93-T	Kane	Pipe culverts	State Day Labor	100	
SA 17	66-T	DuPage	Storm sewers	State Day Labor	100	
SA 37	35-I	Will	Shoulders & ditching	State Day Labor	100	
Dist. 1	Traffic Signals 1955-1	DuPage-Will	Traffic signals	State Day Labor	100	
Dist. 1	Traffic Signals 1955-2	McHenry-Lake-Kane	Traffic signals	A. A. Electric Co.	20	0
Dist. 1	Traffic Signals 1956-1	Lake-DuPage	Renovating traffic signal installations	Virgil Cook & Son	15	0
Dist. 1	Traffic Signals 1956-2	DuPage-Will	Traffic signals	Aldridge Electric	60	40
Dist. 1	Highway Lighting 1956-1	Lake	Highway lighting	Virgil Cook & Son	80	20
Dist. 1	Weed Control Spraying 1956-1	Various	Roadside spraying	Aldridge Electric	100	
Dist. 1	Weed Control Spraying 1956-2	Various	Roadside spraying	Chemi-Trol Chemical Co.	100	
Dist. 1	Service Drives & Parking Areas in Elgin	Kane	Const. service drives, sidewalks, fence, parking areas	Chemi-Trol Chemical Co.	100	
Dist. 1	State Highway Police Pistol Range Improvement	Whiteside		E. M. Melahn Const. Co.	100	
Dist. 2	Bit. Seal Coat 1956-2	Rock Island-Henry	Pistol range improvement	State Day Labor	100	
Dist. 2	Guardfence Replacement 1956-1	Various	Seal coat on frontage roads	C. F. Settle Const. Co.	100	
Dist. 3	Bit. Undersealing 1956-1	Kankakee-Livingston-LaSalle-Kendall	Guardrail replacement	State Day Labor	100	
Dist. 3	Guardfence Replacement 1956-1	Various	Undersealing	State Day Labor	100	
Dist. 3	Patching 1955-3	Kankakee-Iroquois	Guardrail replacement	State Day Labor	15	85
Dist. 3	Patching 1956-1	Kankakee-Iroquois	PCC patching	State Day Labor	13	0
Dist. 4	Headquarters, Yard & Grounds Improvement	Peoria	PCC atching	State Day Labor	100	
Dist. 5	Bit. Undersealing 1956-1	Clark-Coles-Macon-Piatt-Moultrie	Yard & ground improvement	McDougal-Hartmann Co.	100	
Dist. 5	Guardfence Replacement 1956-1	Various	Undersealing	State Day Labor	100	
Dist. 5	Headquarters Tile Drains & Storm Sewers	Edgar	Guardrail replacement	State Day Labor	100	
Dist. 6	Additional Parking Area & Grounds Improvement	Sangamon	Tile drains & storm sewers	G. S. Chastain	100	
Dist. 6	Bit. Undersealing 1956-1	Various	Additional parking area	State Day Labor	100	
			Undersealing	State Day Labor	100	

TABLE 20.—Concluded.
MISCELLANEOUS—Concluded.

Route or District	Section	County	Type of Construction	Contractor	Per Cent Completed 1956	Per Cent Uncompleted
Dist. 6--	Guardfence Replacement 1956-1	Various	Guardrail replacement	State Day Labor	20	80
Dist. 6--	Patching 1956-1	Christian-Montgomery-Sangamon	PCC patching	Joyce Bros. Contracting Co.	100	
Dist. 6--	Patching 1956-3	Logan-Macon-Mason-Tazewell	PCC patching	McDougal-Hartmann Co.	90	10
Dist. 6--	Weed Control Spraying 1956-1	Various	Roadside spraying	Ray F. & Ethel High	100	
Dist. 6--	Weed Control Spraying 1956-2	Various	Roadside spraying	Ray F. & Ethel High	100	
Dist. 7--	Bit, Undersealing 1956-1	Various	Undersealing	State Day Labor	100	
Dist. 8--	State Highway Police Pistol Range Improvement	Peoria	Pistol range improvement	State Day Labor	100	
Dist. 8--	Patching 1956-4	St. Clair-Madison-Monroe-Washington	PCC patching	State Day Labor	40	60
Dist. 9--	Guardfence Reconstruction 1955-1	Various	Reconstruct guardfence	State Day Labor	35	0
Dist. 9--	Emergency Pavement Patching 1956-1	Johnson-Alexander-Pulaski	PCC patching	State Day Labor	100	
Dist. 9--	Emergency Pavement Patching 1956-2	Various	PCC patching	State Day Labor	100	
Dist. 10--	Intersection Improvement 1955-5(1)	Cook	Intersection improvement	The J-P Construction Co.	100	
Dist. 10--	Intersection Improvement 1955-5	Cook	Intersection improvement	The J-P Construction Co.	98	2
Dist. 10--	Landscaping 1956-2	Cook	Parkway landscaping	Clauss Brothers, Inc.	100	
Dist. 10--	Mowing Maintenance 1956-1	Cook	Mowing	Walter P. Hoffelder	100	
Dist. 10--	Mowing Maintenance 1956-2	Cook	Mowing	National Landscaping Co.	100	
Dist. 10--	Shouldering & Ditching 1956-1	Cook	Grading shoulders & ditches	Areole Midwest Corp.	100	
Dist. 10--	Shouldering & Ditching 1956-2	Cook	Grading shoulders & ditches	Areole Midwest Corp.	100	
Dist. 10--	Traffic Signals 1955-4	Cook	Traffic signals	L & S Construction Co.	50	0
Dist. 10--	Traffic Signals 1955-5	Cook	Traffic signals	Wood Electrical Const. Inc.	10	0
Dist. 10--	Traffic Signals 1955-6	Cook	Traffic signals	L & S Construction Co.	100	
Dist. 10--	Traffic Signals 1956-1	Cook	Traffic signals	Wood Electrical Const. Inc.	50	50
Dist. 10--	Traffic Signals 1956-2	Cook	Traffic signals	A. A. Electric Co.	30	70
Dist. 10--	Traffic Signals 1956-3	Cook	Traffic signals	L & S Construction Co.	50	50
Dist. 10--	Traffic Signals 1956-4	Cook	Traffic signals	L & S Construction Co.	50	50
Dist. 10--	Traffic Signals 1956-5	Lake	Traffic signals	L & S Construction Co.	100	100
Dist. 10--	Traffic Signals 1956-6	Cook	Traffic signals	L & S Construction Co.	15	85
Dist. 10--	Traffic Signals 1956-7	Cook	Traffic signals	L & S Construction Co.	10	90
Dist. 10--	Weed Control Spraying 1956-1	Cook-Will-DuPage	Roadside spraying	Chemi-Trol Chemical Co.	100	
Dist. 10--	Weed Control Spraying 1956-2	Cook-DuPage-Lake-Kane	Roadside spraying	Chemi-Trol Chemical Co.	100	
S. B. 817	Storage Yard	Sangamon	Storage yard	State Day Labor	12	0
	Youth Commission Institutions Road Improvements 1955-1	Kane-LaSalle	Repair roads	State Day Labor	67	0

V. MATERIALS

1. GENERAL.—The function of the Bureau of Materials is to inspect and test all materials used in highway construction and maintenance; conduct surveys and studies of materials and material sources; develop new methods of sampling and testing; design and construct new testing equipment; prepare specifications for materials, and for tools and supplies used for general highway maintenance purposes; develop specifications for the production of concrete and bituminous mixtures; check and supervise the design, proportioning, and control of concrete, bituminous, and soil-cement mixtures; conduct investigational studies of the effect of materials, weather, and soils on highway structures; and perform the photographic and photostatic services for the Division.

The work of this Bureau is divided into four sections: the physical tests section, the chemical tests section, the mixture control and soil section, and the Chicago Branch Laboratory. The branch laboratory is responsible for chemical and physical tests of materials originating in the Chicago area and for bituminous mixtures control and soil testing in District 10.

Resident chemists are maintained by the Bureau at refineries and commercial samplers obtain cement samples from cars at the mills and forward them to the laboratory for testing. Aside from this, inspection of materials is a direct function of the district offices. Uniformity in inspection is maintained by field engineers who operate out of the central Bureau. These inspectors contact the various projects to check the equipment, quality of the work, and proportioning practices.

2. SAMPLES AND TESTS.—Table 21 shows the number of samples tested in the laboratories of the Bureau of Materials during 1956.

3. INSPECTION.—Experience has shown that the inspection of materials at their source provides better control of quality, expedites the work, and prevents delays incident to rejects on the projects. Therefore, if the volume of the work, the nature of the materials, and other conditions warrant, inspection is performed at the source of supply; otherwise, it is made at destination or in the laboratories.

When materials originate in another state, arrangements are sometimes made with the state highway department in that state or with a recognized commercial testing laboratory to submit samples to this Bureau. The states in the Mississippi Valley by reciprocal agreement perform this service for one another at cost.

TABLE 21.—SAMPLES TESTED IN THE LABORATORIES DURING 1956.

Materials	Number of Samples Tested				
	Preliminary	Acceptance	Check	Quality	Total
Aggregate.....				582	582
Bituminous Materials:					
asphalt, emulsified.....		19	7	63	89
asphalt, liquid (MC-RC-WP).....	1	258	54	219	532
asphalt, liquid (SC).....		189	14	177	380
asphalt, paving and filler.....	6	283	1,738	271	2,298
joints and planks.....	3	28		63	94
mixtures (composition).....	1	26		1,915	1,942
mixtures (density).....				1,703	1,703
road oil.....	4	136	14	298	452
tar.....	18	53	7	72	150
Calcium chloride.....		67			67
Catch basin blocks.....				22	22
Cement.....		7,393		17	7,410
Concrete cylinders.....				5,507	5,507
Concrete pipe.....				8	8
Creosote oil.....		1	1	92	94
Electrical material.....		222			222
Fuel oil.....		28			28
Galvanized material.....		5		178	183
Glass beads.....		52	3	2	57
Lubricants.....			1	7	8
Mineral filler.....				19	19
Paint and paint materials.....	9	321	24	736	1,090
Pipe (welds).....				5	5
Reflector material.....	22	149			171
Rock, ledge.....				40	40
Rock salt.....	1	833		12	846
Seeds.....		438			438
Soil.....				847	847
Steel bars, reinforcement.....				949	949
Steel, structural.....				26	26
Steel wire fabric.....				43	43
Water.....				3	3
Miscellaneous (chemical).....	31	86	35	54	206
Miscellaneous (physical).....				155	155
Total.....	96	10,587	1,898	14,085	26,666

Table 22 shows the quantities of materials accepted by inspection during 1956. In many instances the quantities shown in this table represent a considerable increase over the quantities accepted during 1955. Table 23 shows the quantities of maintenance tools and supplies accepted by inspection during 1956.

4. SEEDS.—The inspection of all seeds used for highway planting is carried on through this Bureau. However, the tests for purity and germination are made by the Division of Plant Industry, Illinois Department of Agriculture, which extends the services of its fully equipped seed laboratory to the Division of Highways.

A total of 438 samples, representing 467,560 pounds of seeds were tested during the year. Through this inspection the Division of Highways insures use of pure, viable seed for highway planting. This work and the destruction of weeds along the highways by maintenance forces serve to prevent propagation of undesirable plant life.

TABLE 22.—QUANTITIES OF MATERIALS ACCEPTED BY INSPECTION DURING 1956.

Materials	Quantities Accepted
Aggregates:	
filler, mineral, tons	7,850
gravel, tons	3,000,990
sand, tons	1,051,744
sand-gravel mulch, tons	17,410
shale, crushed mine, tons	3,000
slag, type B, tons	12,575
stone, tons	5,169,732
stone, sand, tons	1,507
Antifreeze:	
alcohol type, gals.	162
permanent type, gals.	7,656
Antistripping agent, lbs.	3,050
Beads, glass, lbs.	1,407,350
Beams, bridge, precast concrete, lin. ft.	952
Beams, bridge, precast, prestressed concrete, number	161
Bituminous Materials and Mixtures:	
asphalt, emulsified, gals.	1,070,969
asphalt, filler for cracks and joints, lbs.	10,071,806
asphalt, filler for undersealing, lbs.	19,808,578
asphalt, liquid, medium-curing, gals.	16,232,438
asphalt, liquid, rapid-curing, gals.	2,126,422
asphalt, liquid, slow-curing, gals.	10,766,308
asphalt, paving, gals.	32,584,861
asphalt, plank, lin. ft.	9,946
asphalt, powdered, tons	1,009
asphalt, rock, tons	100
asphalt, water-proofing, gals.	16,105
asphalt, water-proofing, primer, gals.	2,311
binder, komac, gals.	54,005
bituminous mixtures for maintenance use, tons	8,470
creosote, primer, gals.	440
fabric, saturated cotton, sq. yds.	4,060
fabric, saturated roofing felt, sq. yds.	3,999
joint filler, bituminous premoulded, lin. ft.	12,406
joint filler, bituminous premoulded, pieces	2,933
joint filler, bituminous fibre, lin. ft.	27,981
joint filler, bituminous fibre, pieces	9,452
joint filler, preformed cork, lin. ft.	1,170
joint sealing compound, cold applied, lbs.	60,940
joint sealing compound, hot poured, lbs.	2,650
oil, fuel, gals.	134,837
oil, road, gals.	16,987,847
plastic cement, gals.	55
tar, gals.	834,764
tar, for zone-marking, gals.	249,233
tar pitch, waterproofing, gals.	1,610
Bricks, masonry, number	11,699
Brush killer, gals.	825
Cable, lin. ft.	1,040
Calcium chloride, tons	2,723
Castings:	
iron street, lbs.	2,692,912
steel, lbs.	262,827
Catch basins, complete, number	1,288
Cement:	
type I, standard, bbls.	1,723,305
type IA, air-entraining, bbls.	833,761
type III, high-early-strength, bbls.	3,299
type III-A, high-early-strength, air-entraining, bbls.	830
type IS, slag, bbls.	20,428
type I, special, bbls.	50
masonry, bbls.	100
Compound, curing, gals.	21,422
Concrete masonry units, number	61,267
Conduit:	
fibre, lin. ft.	12,569
galvanized steel, lin. ft.	76,118
Copper, seal, lbs.	402
Fence:	
galvanized chain-link, lin. ft.	43,734
galvanized chain-link, fabric and misc., lbs.	89,956
snow fence, lin. ft.	99,700
Inlets, concrete, number	909
Lead, sheeting, lbs.	1,426

TABLE 22.—Continued.

Materials	Quantities Accepted
Lumber:	
structural, treated, f.b.m.	362,967
structural, penta-treated, f.b.m.	43,202
structural, untreated, f.b.m.	44,459
Markers, drainage, project, r.o.w., section, number	10,929
Name plates, number	16
Oil, creosote, gals.	99,000
Paints, Enamels and Paint Materials:	
enamel, orange-equipment, gals.	1,453
enamel, sign, gals.	3,579
paint, aluminum, gals.	13,236
paint, black graphite, gals.	757
paint, green, gals.	35
paint, red lead, gals.	7,748
paint, traffic marking, white, gals.	144,180
paint, traffic marking, yellow, gals.	85,500
paint, white lead titanium, gals.	5,589
primer, orange, gals.	248
primer, zinc chromate, gals.	770
red iron oxide, lbs.	93,000
thinner, gals.	1,520
varnish, spar, gals.	69
Piling:	
metal shell, lin. ft.	22,375
precast concrete, lin. ft.	10,367
shoes, lbs.	1,085
steel, lbs.	66,754
steel sheet, lin. ft.	6,440
wood, treated, lin. ft.	205,019
wood, untreated, lin. ft.	73,657
Pipe:	
culvert, corrugated metal, lin. ft.	490,279
culvert, corrugated metal arch, lin. ft.	25,763
culvert, corrugated metal bituminous coated, lin. ft.	33,672
culvert, corrugated metal arch bituminous coated, lin. ft.	1,291
culvert, corrugated metal plate, lin. ft.	536
culvert, corrugated metal plate arch, lin. ft.	3,831
culvert, plain concrete, lin. ft.	11,554
culvert, reinforced concrete, lin. ft.	346,277
culvert, reinforced concrete, extra strength, lin. ft.	938
drain, corrugated metal perforated, lin. ft.	17,369
iron, cast, lbs.	1,248,275
iron, wrought, lbs.	18,577
sewer, plain concrete, lin. ft.	129,536
sewer, reinforced concrete, lin. ft.	48,675
sewer, clay, standard, lin. ft.	2,397
sewer, clay, extra-strength, lin. ft.	1,956
steel, lbs.	2,900
Posts:	
guard, treated, wood, number	3,477
guard, untreated, wood, number	217
guardfence, treated, wood, f.b.m.	131,584
guardfence, penta-treated, wood, f.b.m.	131,270
guardrail, treated, wood, f.b.m.	127,993
guide, treated, wood, number	314
guide, penta-treated, wood, number	3,783
line, steel, lbs.	9,450
sign, treated, wood, f.b.m.	2,836
sign, penta-treated, wood, f.b.m.	458,678
snow fence, lbs.	110,879
steel, galvanized, lbs.	10,251
steel, guide, lbs.	402
steel, sign, lbs.	100,800
Reflector button, number	103,500
Reflector materials, sq. ft.	141,723
Salt, rock, tons	32,227
Seeds, lbs.	467,560
Signs:	
reflectorized crossbucks, number	14
standard, pieces	240
Solvent:	
xylene for thinning baking enamel, gals.	440
xylene for thinning tar paint, gals.	3,000

TABLE 22.—Concluded.

Materials	Quantities Accepted
Steel:	
bars, load transmission and accessories, lbs.	195,537
bars, reinforcement, lbs.	17,736,878
blades, snow plow, lbs.	315,208
bolts and expansion hooks, lbs.	34,518
bridge hardware, lbs.	20,110
bridge pins and rollers, lbs.	13,469
bridge planks, lbs.	53,928
center joint and accessories, lbs.	2,258,249
chain, cross, number	800
chain, tire, pairs	427
fabric reinforcement, lbs.	17,274,716
forgings, lbs.	53,536
handrail, lin. ft.	231
joints, contraction, lbs.	1,245,412
plate beam guardrail, lbs.	1,701,112
rivets, lbs.	527,245
structural, lbs.	36,501,259
Steps, concrete, number	50
Tile:	
drain, clay, lin. ft.	9,763
drain, concrete, lin. ft.	3,500
Traffic signals and accessories, number	25
Waterstop, rubber, lbs.	729
Weed killer, gals.	12,060
Wire:	
black-annealed, lbs.	18,200
galvanized guardrope, lin. ft.	67,750
ties, for snow fence, number	230,000

TABLE 23.—QUANTITIES OF MAINTENANCE TOOLS AND SUPPLIES
ACCEPTED BY INSPECTION DURING 1956.

Item	Quantity Accepted	Item	Quantity Accepted
Augers, posthole	58	Jacks, hydraulic, truck	31
Axes, chopping, single bit	864	Kegs, water	92
Barricade horses	955	Ladders, all kinds and sizes	59
Bars, wrecking	138	Lanterns, truck	126
Bits, car and wood auger	198	Lantern globes, extra	162
Blades, scythe	564	Mattocks, cutter type	114
Bolts, nuts and washers, tons	6	Oilers, bench	225
Boots, rubber, pairs	111	Pails, water	108
Braces, ratchet bit	54	Picks, railroad or clay	204
Brooms, all kinds	2,700	Pliers, slip joint	246
Brushes, paint, all sizes	1,932	Pneumatic tools:	
Cans, asphalt pouring	438	asphaltic cutters	156
Cans, gasoline	410	concrete breakers, all sizes	2,220
Cans, water, insulated, all sizes	300	hollow drill steel	472
Chains, accessories, pieces	2,712	rock drill bits	2,136
Chains, tow, all sizes, feet	14,460	Post drivers	76
Chisels, all kinds	354	Pruners, all kinds	246
Clippers, bolt	128	Putty knives	252
Cloths, wiping, lbs.	7,200	Rakes, asphalt and road	348
Crowbars	138	Rope, manila, all sizes, feet	19,200
Diggers, posthole	186	Rope, wire, all sizes, feet	4,370
Extension cords	80	Rubbing bricks	30
Extinguishers, fire, all sizes	92	Rules, multiple folding	354
Files, all kinds	2,568	Saws, various sizes and kinds	495
Flags, red danger, all sizes	22,692	Screw drivers, various sizes	432
Forks, manure	246	Scythe hooks	216
Fuses, red light	10,440	Scythe hook blades	252
Goggles, safety, pair	206	Scythe snaths	588
Goggles, extra lens	124	Scythe, stones	2,880
Grass hooks	216	Shovels, scoops, spades, etc.	5,172
Guns, grease	264	Signs, stop, slow	516
Hacksaw blades	2,100	Sledges, all weights	306
Hacksaw frames	180	Squares, steel	62
Hammers, ball peen	300	Tampers, hand	96
Hammers, carpenters nail	264	Tarpaulins, various sizes	210
Handles, tool, various	1,920	Torches, kerosene, warning	2,710
Hatchets, claw	180	Torches, extra wicks	2,928
Hose, metallic, all sizes, feet	830	Wedges, timber	180
		Wrenches, all kinds	903

5. SOILS.—A well equipped soils laboratory is maintained in the Bureau and in each of the ten highway districts. Nine of the districts are also equipped with truck-mounted hydraulic drilling rigs capable of obtaining soil samples to a depth of 50 feet. The data obtained in the laboratories, and in the field, are used in the design, construction, and maintenance work. Special stability studies and analyses of specific problems of pavement support are also performed by this Bureau.

Representatives of the Bureaus of Design, Construction, and Materials compose a soils committee to review soil and drainage recommendations prior to their incorporation in project plans.

6. CONTROL OF CONCRETE MIXTURES.—Beam specimens were made and tested on most projects in nine of the ten highway districts during 1956 to provide an index of the effectiveness of the control of the concrete mixtures. One district employed the compressive test and made and tested cylinder specimens from sections under State contracts and from nearly all city projects. Beam specimens were also made for all county and township sections in this district and tested. Two other districts made a few compressive tests.

The results of over 16,700 flexural tests and 3,800 compressive tests, representing the standard-strength air-entrained concrete, were reported to the Bureau during 1956. Table 24 shows the average 14-day flexural strengths in comparison with similar data obtained in previous years. There was little change in the results obtained in comparison with similar data of previous years. Table 25 shows the average 14-day compressive strengths. The compressive strengths obtained in 1956 show a marked improvement over those for 1955 on all State and city sections.

TABLE 24.—NUMBER OF BEAMS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1956, AND COMPARISON OF STRENGTHS FROM YEAR TO YEAR.

Class and Type of Construction	Number of Beams Tested in 1956		Average 14-day Modulus of Rupture in Pounds per Square Inch				
	Total	At 14 Days	1956	1955	1954	1953	1952
State sections—pavement.....	2,969	1,401	795	779	780	764	766
State sections—structures.....	3,177	1,418	736	744	749	749	762
County and city sections—pavement.....	1,034	426	820	838	794	779	799
County, city, and township sections—structures.....	1,200	535	810	840	805	800	798

Notes: Standard-strength air-entrained portland cement concrete for FAS sections showed 103 beams averaging 708 psi. and 96 beams averaging 791 psi. in 7 and 14 days, respectively, for pavement concrete; and 224 beams averaging 654 psi. and 195 beams averaging 727 psi. in 7 and 14 days, respectively, for structure concrete.

Two breaks were made on each beam and the number of tests is twice the number of beams shown. Beams made before April 1 and after October 31 are not included.

TABLE 25.—NUMBER OF CYLINDERS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1956, AND COMPARISON OF STRENGTHS FOR 1955 AND 1956.

Class and Type of Construction	Number of Cylinders Tested in 1956		Average 14-day Compressive Strength in Pounds per Square Inch	
	Total	At 14 Days	1956	1955
State sections—pavement.....	792	226	4,063	3,698
State sections—structures.....	2,428	863	3,811	3,767
County and city sections—pavement.....	88	60	3,885	3,268
County, city, and township sections—structures.....	527	374	4,043	3,575

Notes: Standard-strength air-entrained portland cement concrete for FAS sections showed six 14-day cylinders made from structure concrete with an average compressive strength of 3,920 psi.

Cylinders shown are from January 1 through December 31, inclusive.

7. DESIGN AND CONTROL OF HIGH-TYPE BITUMINOUS MIXTURES.—During the year, 57 bituminous paving plants were used in manufacturing subclass I-11 bituminous mixtures for the resurfacing of 298 miles of pavements and in placing 1,871,437 square yards of bituminous mixtures for patches on old rigid-type pavements. The plants used in producing these mixtures had been previously inspected and approved by the Bureau of Materials.

The bituminous mixtures used in the resurfacing consisted of binder and surface course mixtures of the dense-graded aggregate type. The maximum size aggregate in the binder course mixture was 1-inch and the surface course mixture 1½-inch. In general, the bituminous mixtures were placed in two compacted courses having depths of 1½ inches for each course.

Density determinations were made on each day's run of binder or surface course. The tests show that the surface course mixtures were compacted to an average density of 96.2 per cent of a voidless pavement and the binder mixture to an average of 96.7 per cent.

8. INVESTIGATIONS.—Summary reports of the major studies or investigations conducted or in process during 1956 follow:

(a) *Tests of Concrete Pavement Cores.*—A total of 2,128 cores drilled from concrete pavements were tested during 1956. Compressive strength tests were made of 1,426 cores with the following results:

Number of Cores	16	341	114	790	97	68
Age range—months.....	0.0-1.5	1.5-3.5	3.5-5.5	5.5-9.5	9.5-14.5	14.5-21.5
Ave. age—months.....	1.0	2.6	4.6	7.8	10.9	16.9
Ave. strength—psi.....	3,995	4,285	4,367	4,492	4,892	5,424

Air content determinations were made of 702 cores. The average air content was found to be 3.3 per cent, which is on the low side of the range of 3 to 5 per cent required by the specifications. The air contents were distributed as follows:

Number of Cores	25	61	188	222	142	50	13	1
Air content—range—per cent-----	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8

Note: All cores tested for compressive strength and air content falling on a division of the range are included in the next higher column.

(b) *Air-entraining Admixtures.*—Two air-entraining admixtures are being investigated through an extensive program of tests, not completed at the end of the year. Testing of three other air-entraining admixtures were completed during the year with one of them given permission to be tried experimentally on a job in the field.

(c) *Prestressed Concrete Bridge Beams.*—During the year, inspection was made of 250 prestressed concrete beams fabricated for use in the construction of twelve bridges. This work included the usual tests for consistency and air content, and the molding and testing of 1,264 concrete cylinders, as well as, observation of the processes involved and the condition of the completed product.

(d) *Investigation of Paints and Enamels.*—A study was undertaken to compare three different types of glass spheres for reflectorizing white traffic marking lines to obtain experimental data for use in the preparation of new specifications.

Investigational work was carried on relative to the formulation of a red sign enamel for use in finishing stop signs and a green sign enamel for use in finishing expressway traffic signs. Work on both of these projects is still being carried on.

Considerable work of an investigational nature was also conducted relative to the improvement of traffic paint specifications and towards solving the storage problem that concerns this type of material.

Panels representing proposed rust-inhibitive metal priming paints submitted by different manufacturers were placed on the paint fence to observe the performance of the materials when exposed to outside weathering tests.

(e) *Laboratory Investigation in Connection with Bituminous Resurfacing Program.*—Bituminous mixtures used in resurfacing old rigid-type pavements were investigated using the Marshall Method. A total of 368 tests were made on the surface course mixtures produced for use on State jobs. These samples had an average Marshall stability of 1,990 pounds and an average Marshall flow value of 13.5. A total of 136 tests were made on binder course mixtures produced for State jobs. These samples had an average Marshall stability of 2,221 pounds and an average Marshall flow value of 12.5. A total of 222

cores were cut from bituminous pavements at various locations for investigation. These cores were tested for density, voids, the per cent of bitumen, and the gradation of the aggregate.

The investigation started in 1942 to study the changes which take place in the properties of the asphalt cement used in subclass I-11 surface course mixtures during mixing, transportation, placing, and weathering, is being continued. However, no samples were taken from the pavement during the winter of 1955 and 1956. The data reported to date show that the penetration and ductility of the recovered bitumen has dropped as the pavement ages. In general, the data show that the penetration of the recovered bitumen has dropped from an average of 75 per cent of the original penetration obtained from samples taken from the road after construction in 1942, to an average of 43 per cent taken during the winter of 1953 and 1954.

An investigation to determine to what extent traffic compacts subclass I-11 was started in 1956. Cores are being taken at intervals from several locations and voids determined with the high-pressure air meter described below.

(f) *High Pressure Apparatus for Determining Voids in Compacted Bituminous Mixtures.*—The specifications for bituminous concrete contain a requirement for a minimum degree of compaction, as related to the voids existing in the road surfaces after compaction. Generally, the conventional means for determining the degree of compaction have not been satisfactory, and considerable effort has been expended in developing a more suitable test method.

An apparatus was constructed and placed in use in the spring of 1956, in which a specimen of compacted bituminous concrete may be placed in a pressure chamber completely filled with water, and subjected to a pressure of 5,000 pounds per square inch. The reduction in volume under the pressure is measured and, after correcting for the reduction in the volume of the water and the asphalt in the test specimen, and the expansion of the apparatus under the pressure, there results essentially a measurement of the reduction in volume of the air held in the voids within the test specimen. By application of Boyle's Law, the volume originally occupied by the compressed air is easily determined, and constitutes the volume of voids originally present in the test specimen.

Through use of the apparatus, it appears that the pressure exerted during the test does not extend to air held within the pores of the aggregate particles, provided that the specimen contains sufficient asphalt to effectively coat the surfaces of the aggregate particles. Some error of determination exists in the case of specimens cut or drilled from the road surfaces, because aggregate particles are exposed in this process, and the air present within these particles are included in the measurement.

However, from tests of laboratory compacted specimens, it is found possible to derive from the data, a specific gravity of the aggregates used in the mixtures which takes into account the amount of asphalt absorbed by the aggregates, and which may be used in calculating the voids in the sawed or drilled field samples.

Also, when the applicable specific gravity is known, samples of field mixtures may be brought to the laboratory, compacted into test specimens, and subjected to the test. From the data obtained, it is possible to calculate with a good degree of accuracy the amounts of asphalt in the mixtures.

Based upon test data so far obtained, the apparatus possesses excellent potentialities. However, before general acceptance of this method, additional data are necessary.

9. DEPARTMENTAL SERVICES—Other services rendered by the Bureau of Materials during 1956 included 266 pavement loading analyses in connection with 60 requests on 85 overweight vehicles and heavy equipment; the construction of 900 Shelby tube soil samplers; the completion of a roughometer, and the construction of a trailer for same, for the Bureau of Highway Research and Planning; the reconditioning of 100 electric fans; the repair and recalibration of fifty 100-foot steel surveyors tapes; a start on the construction of 40 air content meters; the preparation of test samples of metallic materials; the repair and construction of office furniture, fixtures, and map cases; the packing and shipment of supplies and equipment to the various districts; and the preparation of 366 8 x 10-inch photographic negatives, 1,431 8 x 10-inch prints, 78 lantern slides, 42 multilith plates, 43,727 photostatic prints (1,029 orders), and 2,300 feet of movie film.

VI. MAINTENANCE

1. GENERAL.—Maintenance and operation of the State primary highway system and paved State-aid roads are the responsibility of the Bureau of Maintenance. The work is accomplished by two sections established in the Bureau: (1) The Maintenance Section; and (2) The Day Labor Section.

The Maintenance Section is concerned with budgetary control of maintenance funds; procurement of materials, equipment, and supplies; and the general supervision of all maintenance activities carried on by the ten highway districts. The Day Labor Section performs original construction and maintenance work of an extraordinary nature.

Each highway district organization includes a district engineer of maintenance who, under the district engineer, is responsible for maintenance of State highways in that district. The field organization of the district consists of *field engineers* in charge of work in their part of the district; *maintenance supervisors*, who have direct supervision of 8 to 12 section men; *section men*, each of whom maintains from 20 to 30 miles of highway; and maintenance labor foremen who operate with special crews and equipment for performing extraordinary or heavy maintenance work.

2. MILES MAINTAINED.—In 1956, 14,374.69 miles of highways were maintained under the supervision of the Bureau of Maintenance. This includes 14,344.06 miles of which the cost is analyzed in Table 26 and 30.63 miles of expressways shown in Table 27.

In addition, an average of 11.65 miles of roads in the process of stage construction and 616.22 miles of city streets and beltlines were maintained under the supervision of the Bureau. Details concerning this work are discussed in the following paragraphs, but mileage and costs are not included in the tables of this section.

3. MAINTENANCE COST ACCOUNTING.—The term *maintenance*, for the purpose of cost accounting, designates that work which tends to preserve the structural elements of the highways in their original condition or as subsequently improved. Specific activities classified as *maintenance* are upkeep of the wearing surface, shoulders, ditches, and structures. The cost of this work is in a large measure dependent upon the type and age of the existing facility and upon the traffic which it accommodates.

The term *operation* is applied to that work which is incidental to the maintenance of the structural parts of the highways, but which tends to increase their efficiency and safety to the traveling public.

TABLE 26.—MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1956.

Account	Unit	Types of Surfaced Roads										Detours, Unpaved and Temporary Routes	Grand Total ⁴
		Portland Cement Concrete	Brick	Sheet Asph. and Bit. Conc. on Rigid Base	Other Bituminous Types		Bituminous Surfaced Treatment	Water- bound Macadam	Gravel	Total			
					Rigid Base	Flexible Base							
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	
Number of patrols ¹ -----		1,392	51	442	15	17	82	7	45	2,051	17	2,068	
Miles maintained		10,135.71	94.84	3,469.10	62.23	21.91	439.15	16.45	101.88	14,341.27	2.79	14,344.06	
Wearing surface--	Total cost-----	\$6,249,405.46	\$30,658.57	\$705,443.05	\$36,877.17	\$1,617.85	\$79,112.40	\$529.71	\$21,640.64	\$7,125,284.85	\$1,286.14	\$7,126,570.99	
	Cost per mile--	616.57	323.27	203.35	592.59	73.84	180.15	32.20	212.41	496.84	460.98	496.83	
Shoulders, ditches cuts and fills----	Total cost-----	3,095,652.17	31,130.57	822,853.13	13,493.09	1,107.01	68,380.13	824.77	9,967.87	4,043,408.74	18.03	4,043,426.77	
	Cost per mile--	305.42	328.24	237.19	216.83	50.53	155.71	50.14	97.84	281.94	6.46	281.89	
Small bridges (less than 100' length)	Total cost-----	62,769.75	175.39	10,220.30			1,198.04		48.76	74,412.24		74,412.24	
	Cost per mile--	6.19	1.85	2.95			2.73		0.48	5.19		5.19	
Culverts and other drainage facilities-----	Total cost-----	139,961.73	2,203.83	51,729.97	458.69		2,675.91		42.84	197,072.97		197,072.97	
	Cost per mile--	13.81	23.24	14.91	7.37		6.09		0.42	13.74		13.74	
Miscellaneous structures and facilities-----	Total cost-----	10,903.19	100.91	3,422.76	171.78		330.44			14,929.08	212.75	15,141.83	
	Cost per mile--	1.08	1.06	0.99	2.76		0.75			1.04	76.26	1.06	
Large bridges ² (100' length or over)-----	Total cost-----											457,919.98	
	Cost per bridge											353.06	
Service drives----	Total cost-----											14,674.72	
	Cost per mile--											1.02	
Total mainte- nance cost ³ -----		\$9,558,692.30	\$61,269.27	\$1,593,669.21	\$51,000.73	\$2,724.86	\$151,696.92	\$1,351.48	\$31,700.11	\$11,455,107.88	\$1,516.92	\$11,929,219.30	
Total cost per mile ³ -----		\$943.07	\$677.66	\$459.39	\$819.55	\$124.37	\$345.43	\$82.34	\$311.15	\$798.75	\$543.70	\$831.65	

Notes: All costs include administration and engineering expense of the district offices and a pro rata share of the central office expense.

¹ Does not include 1,297 patrols for bridges of 100 ft. length or over.

² Include costs for maintenance of movable-span bridges formerly reported separately.

³ Does not include cost for maintenance of 30.63 miles of expressways and 56 expressway bridges which are reported in Table 27 of this section.

⁴ Cost per mile in Col. 13 is cost per item \div 14,344.06 miles.

TABLE 27.—EXPRESSWAY MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1956.

Account	Unit	Types of Surfaced Roads		Total
		Portland Cement Concrete	Sheet Asph. and Bit. Conc. on Rigid Base	
Number of patrols ¹		5	3	8
Miles maintained.....		25.20	5.43	30.63
Maintenance:				
Wearing surface.....	Total cost.....	\$15,421.31	\$4,615.39	\$20,036.70
	Cost per mile....	611.96	849.98	654.15
Shoulders, ditches, cuts and fills.....	Total cost.....	13,286.33	1,116.17	14,402.50
	Cost per mile....	527.24	205.56	470.21
Culverts and other drainage facilities.....	Total cost.....	2,197.77	83.30	2,281.07
	Cost per mile....	87.21	15.34	74.47
Large bridges or overhead structures (100-ft. length and over).....	Total cost.....			284.67
	Cost per bridge.....			5.08
Total maintenance.....	Total cost.....	\$30,905.41	\$5,814.86	\$37,004.94
	Cost per mile....	\$1,226.41	\$1,070.88	\$1,208.13
Operation:				
Cutting and clearing vegetation.....	Total cost.....			\$73,028.42
	Cost per mile.....			2,384.21
Snow removal and ice control.....	Total cost.....			76,270.93
	Cost per mile.....			2,490.07
Clearing dirt and debris.....	Total cost.....			145,652.64
	Cost per mile.....			4,755.23
Roadside planting and maintenance.....	Total cost.....			60,939.53
	Cost per mile.....			1,989.54
Upkeep of guard fence.....	Total cost.....			28,769.41
	Cost per mile.....			939.26
Subway and drainage pumping.....	Total cost.....			22,022.19
	Cost per mile.....			718.97
Traffic operation ²	Total cost.....			145,995.37
	Cost per mile.....			4,766.42
Total operation.....	Total cost.....			\$552,678.49
	Cost per mile.....			\$18,043.70
Total highway maintenance and operation.....	Total cost.....			\$589,683.43
	Cost per mile.....			\$19,251.83

Note: All costs include administration and engineering expense of the district offices and a pro rata share of the central office expense.

¹ Does not include 56 patrols for bridges or overhead structures 100-ft. length or over.

² Payable from highway traffic operations appropriation.

It includes placement of centerline and guideline markings, the erection and upkeep of markers and safety signs, upkeep of protective devices and guardfence, removal of dirt and debris, snow removal and ice control work, and vegetation control. These costs are more or less independent of the type and age of the highway.

Costs for the placement of centerline and guideline markings, the erection and upkeep of markers and safety signs, and the upkeep of protective devices are incurred by both the Bureau of Traffic and the Bureau of Maintenance, but the direction and control of these costs is exercised by the Bureau of Traffic. Table 29 shows only the total costs of the above items under the class of work entitled Traffic operations. For a detailed breakdown of these costs, reference should be made to Section VIII, Traffic, of this report.

Maintenance costs are assembled by units called *maintenance* patrols. A patrol consists of adjacent sections of pavement of the same type and age and generally on the same route. *Operation* costs are assembled by *maintenance* sections comprised of the patrols or portions of patrols maintained by one highway section man.

In computing costs for each of the various accounts, such as maintenance of wearing surface, shoulders, ditches and drainage structures, and snow removal and ice control activities, all overhead and depreciation charges are distributed on the basis of the hours of labor involved in each account.

4. EXPENDITURES AND COSTS.—Table 28 shows annual cash expenditures and costs by accounts according to the biennial appropriations passed by the Sixty-ninth General Assembly for high-

TABLE 28.—ANNUAL STATEMENT SHOWING EXPENDITURES AND COSTS DURING 1956 FOR HIGHWAY MAINTENANCE AND OPERATION.

Accounts	Expenditures	Costs
MAINTENANCE		
Direct charges:		
Maintenance and operation of highways.....	¹ \$19,500,496.56	\$19,525,476.31
Administration and engineering:		
District offices.....	1,326,806.10	1,326,806.10
Bureau offices.....	176,572.04	176,572.04
Subtotal.....	\$21,003,874.70	\$21,028,854.45
Equipment.....	² \$1,485,658.52	³ \$1,000,761.06
Intradepartmental charges.....		
Subtotal.....	\$1,485,658.52	\$1,000,761.06
Credits.....		41,839.95
Total maintenance and operation (Exclusive of traffic operation)	\$22,489,533.22	\$21,987,775.56
Total traffic operation and equipment ⁴	\$2,981,794.38	\$2,859,246.98
Total maintenance and operation (Including traffic operation)...	⁵ \$25,471,327.60	\$24,847,022.54

¹ Includes \$772,383.83 undistributed Day Labor maintenance expenditure.

² Includes \$47,960.30 expenditure for Day Labor maintenance equipment.

³ Equipment depreciation—figured on a straight-line basis.

⁴ Breakdown of traffic operation costs is shown in Table 38 of Section VIII, Traffic, of this report.

⁵ Payable from the biennial appropriation passed by the 69th General Assembly for highway maintenance and highway traffic operations.

TABLE 29.—COMPARISON OF HIGHWAY MAINTENANCE AND OPERATION COSTS FOR 1955 AND 1956.

Class of Work	1955 Costs ¹			1956 Costs ¹			Increase or Decrease	
	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Maintenance:								
Wearing surface.....	\$7, 618, 489.82	33.32	\$532.88	\$7, 126, 570.99	29.38	\$496.83	-\$491, 918.83	-\$36.05
Shoulders, ditches, cuts and fills.....	3, 385, 917.02	14.81	236.83	4, 043, 426.77	16.67	281.89	+657, 509.75	+45.06
Large bridges (100-ft. length and over).....	300, 006.69	1.31	235.30	457, 919.98	1.89	2353.06	+157, 913.29	+2117.76
Culverts and other drainage facilities.....	190, 764.86	0.83	13.34	197, 072.97	0.81	13.74	+6, 308.11	+0.40
Small bridges (less than 100-ft. length).....	40, 414.58	0.18	2.83	74, 412.24	0.31	5.19	+33, 997.66	+2.36
Miscellaneous structures and facilities.....	36, 736.32	0.16	2.57	15, 141.83	0.06	1.06	-21, 594.49	-1.51
Service drives.....	5, 888.49	0.03	0.41	14, 674.72	0.06	1.02	+8, 786.23	+0.61
Total maintenance.....	\$11, 578, 217.78	50.64	\$809.85	\$11, 929, 219.50	49.18	\$831.65	+\$351, 001.72	+\$21.80
Operation:								
Cutting and clearing vegetation.....	\$3, 162, 294.13	13.83	\$221.19	\$3, 646, 992.89	15.03	\$254.25	+\$484, 698.76	+\$33.06
Snow removal and ice control.....	3, 238, 918.88	14.17	226.55	3, 141, 550.47	12.95	219.01	-97, 368.41	-7.54
Clearing dirt and debris.....	2, 041, 181.93	8.93	142.77	2, 237, 435.68	9.22	155.98	+196, 253.75	+13.21
Roadside planting maintenance.....	243, 682.77	1.07	17.04	275, 931.02	1.14	19.24	+32, 248.25	+2.20
Upkeep of guardfence.....	196, 860.90	0.86	13.77	237, 031.58	0.98	16.52	+40, 170.68	+2.75
Subway and drainage pumping.....	65, 040.81	0.28	4.55	73, 095.77	0.30	5.10	+8, 054.96	+0.55
Electric lighting ²	658.21	0.00	0.05	2, 830.59	0.01	0.20	+2, 172.38	+0.15
Traffic operation ³	2, 336, 368.84	10.22	163.42	2, 713, 251.61	11.19	189.16	+376, 882.77	+25.74
Total operation.....	\$11, 285, 006.47	49.36	\$789.34	\$12, 328, 119.61	50.82	\$859.46	+\$1, 043, 113.14	+\$70.12
Total highway maintenance and operation ⁴	\$22, 863, 224.25	100.00	\$1, 599.19	\$24, 257, 339.11	100.00	\$1, 691.11	+\$1, 394, 114.86	+\$91.92

¹ Costs include administration and engineering expense of district offices and a pro rata share of the central office expense.

² Cost per bridge—includes costs for maintenance of movable-span bridges formerly reported separately.

³ Payable from highway traffic operations appropriation-breakdown of traffic operation costs shown in Table 38 of Traffic Section of this report.

⁴ Does not include costs for maintenance or traffic operations of 30.63 miles of expressways which are reported in Table 27 of this section.

⁵ Effective July 1, 1953 all highway and structure lighting was paid from traffic operations appropriation.

way maintenance and highway traffic operations. The cash expenditures in these statements correspond to the accounts captioned Maintenance of State highways and Highway traffic control, appearing in Table 11 of this report.

The costs as shown in these tables include cash expenditures for direct charges, administration and engineering, equipment depreciation, intradepartmental charges, and various credits.

Table 29 compares the 1955 and 1956 costs for highway *maintenance and operation* (including traffic operations) according to type of work.

Table 30 shows the comparison of annual *maintenance and operation* costs for the years 1930 to 1956, inclusive.

TABLE 30.—COMPARISON OF ANNUAL MAINTENANCE AND HIGHWAY OPERATION COSTS 1930-1956.

Year	Mileage	Maintenance		Operation		Total Maintenance and Operation	
		Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
1930-----	8,519	\$1,749,647.18	\$205.38	\$1,337,611.34	\$157.02	¹ \$3,087,258.52	\$362.40
1931-----	9,530	1,958,134.12	205.47	1,328,918.40	139.45	¹ 3,287,052.52	344.92
1932-----	10,459	2,332,253.28	222.99	1,558,649.90	149.02	¹ 3,890,903.18	372.01
1933-----	11,234	1,819,343.39	161.95	1,162,922.67	103.52	2,982,266.06	265.47
1934-----	11,886	2,267,471.80	190.77	1,444,799.78	121.55	3,712,271.58	312.32
1935-----	12,223	2,391,909.55	195.69	1,574,893.43	128.85	3,966,802.96	324.54
1936-----	12,515	2,271,627.77	181.51	2,388,325.20	190.84	4,659,952.97	372.35
1937-----	12,742	2,935,431.25	230.38	2,365,445.29	185.64	5,300,876.54	416.02
1938-----	13,067	2,730,534.68	208.96	2,669,708.79	204.31	5,400,243.47	413.27
1939-----	13,319	3,041,150.70	228.33	2,619,706.72	196.69	¹ 5,660,857.42	425.02
1940-----	13,558	3,079,790.06	227.16	3,253,101.04	239.94	6,332,891.10	467.10
1941-----	13,853	3,562,474.79	257.16	2,873,841.57	207.46	6,436,316.36	464.62
1942-----	13,941	3,618,649.34	259.57	3,321,607.68	238.26	6,940,257.02	497.83
1943-----	14,052	3,090,481.85	219.92	3,311,451.68	235.65	6,401,933.53	455.57
1944-----	14,093	3,485,901.75	247.36	3,536,330.40	250.94	7,022,232.15	498.30
1945-----	14,109	3,720,034.95	263.66	4,403,280.19	312.08	8,123,315.14	575.74
1946-----	14,113	4,061,284.79	287.78	4,650,465.67	329.52	8,711,750.46	617.30
1947-----	14,125	4,942,038.49	349.87	5,766,839.11	408.26	10,708,877.60	758.13
1948-----	14,134	6,129,120.23	433.65	6,339,784.75	448.55	12,468,904.98	882.20
1949-----	14,168	6,973,572.39	492.21	6,455,231.18	455.62	13,428,803.57	947.83
1950-----	14,224	9,355,382.15	657.70	7,201,589.64	506.29	16,556,971.79	1,163.99
1951-----	14,248	10,292,240.95	722.39	8,647,635.99	606.95	18,939,876.94	1,329.34
1952-----	14,256	11,250,460.33	789.20	9,244,739.81	648.50	20,495,200.14	1,437.70
1953-----	14,233	11,026,356.90	774.71	8,511,335.77	598.00	² 19,537,692.67	1,372.71
1954-----	14,267	11,994,706.34	840.71	10,968,394.01	768.77	² 22,963,100.35	1,609.48
1955-----	14,297	11,578,217.78	809.85	11,285,006.47	789.34	² 22,863,224.25	1,599.19
1956-----	14,344	11,929,219.50	831.65	12,328,119.61	859.46	² 24,257,339.11	1,691.11

Note: Prior to 1941 the yearly mileage shown does not include the mileage of detours, unpaved and temporary routes.

¹ Corrected to agree with adjustments made in 1942.

² Does not include costs for maintenance or traffic operations of expressways which are reported in Table 27 of this section.

5. LARGE BRIDGES.—Bridges with total lengths of 100 feet or more are assigned separate patrol designations. There are 56 bridge patrols on that part of the expressway system in Cook County now under State maintenance and 1,297 bridge patrols on other State highways. The cost of maintaining large bridges is shown in Table 26.

6. EXTRAORDINARY MAINTENANCE.—Extensive maintenance projects involving large expenditures are controlled through

authorizations approved by the central office of the Bureau of Maintenance. Such work consists of the extraordinary repairs to any type of structure or roadway facility involving such quantities of material or labor which would make it impracticable for the regular district organization to perform, or involving costs not provided for in the district budget. All maintenance work performed by private contractors is classed as extraordinary maintenance.

The quantities of extraordinary maintenance work completed during 1956 are shown in the following tabulation:

Item	Quantity
Pavement replacement—with portland cement concrete:	
By maintenance forces.....	15,780 sq. yds.
By contract.....	66,330 sq. yds.
Pavement replacement—with bituminous mixtures:	
By maintenance forces.....	80,620 sq. yds.
By contract.....	42,814 sq. yds.
Intermittent resurfacing:	
By contract.....	1,408,910 sq. yds.
Pavement undersealing:	
By maintenance forces.....	29,900 sq. yds.
By contract.....	834,126 sq. yds.
Shoulder improvements.....	1,349,242 sq. yds.
Cleaning and painting steel bridges:	
By maintenance forces.....	1,409 tons
By contract.....	17,820 tons
Repairs to low-type surfaced roads.....	56,259 sq. yds.
Seal coat on low-type surfaced roads.....	249,366 sq. yds.
Cutting backslopes, removing slides, and other earthwork.....	1,039,740 cu. yds.
Emergency bridge repairs—by contract.....	32 bridges

7. STAGE CONSTRUCTION.—A total of 11.65 miles of roads in the process of stage construction was under maintenance during the year. The total direct cost of such maintenance was \$4,495.64.

8. MUNICIPAL STREET MAINTENANCE.—The maintenance of extensions of marked routes through, or into, those municipalities in which street construction by the State was restricted by the provisions of the State Bond Issue Acts, is performed directly by State maintenance forces or by the municipalities themselves under the supervision of, and in agreement with, the Division of Highways. In the latter case, the municipalities are reimbursed by the State for the expense incurred. The funds for maintaining these urban streets and portions of beltlines or bypasses within the municipal limits are provided by appropriations from the State Road Fund.

In 1956, 616.22 miles of city streets, beltlines, and bypasses were maintained in this manner, of which 497.86 miles were maintained by the cities under agreement with the Division, and the remaining 118.36 miles were maintained directly by State forces. The total cost of such maintenance was \$446,994.31.

TABLE 31.—COST OF REMOVING SNOW AND ICE FROM SURFACED ROADS AND DETOURS IN 1956.

District	Mileage	Labor Hours	Direct Labor	Direct Expense	Total Direct Cost	Equipment Depreciation	District and Bureau Overhead	Total Cost	Average Cost Per Mile
1-----	1,538.56	98,097	\$168,853.48	\$254,190.22	\$423,043.70	\$21,594.23	\$31,844.82	\$476,482.75	\$309.69
2-----	1,534.73	95,698	158,896.86	104,469.36	263,366.22	19,986.98	26,319.01	309,672.21	201.78
3-----	1,709.48	147,035	242,735.03	206,051.45	448,786.48	30,635.93	39,489.90	518,912.31	303.55
4-----	1,475.78	102,973	177,594.27	136,414.98	314,009.25	21,899.67	28,326.59	364,235.51	246.81
10-----	1,292.07	85,084	166,621.07	122,045.12	288,666.19	17,697.61	31,104.58	337,468.38	261.18
Total for Northern Zone-----	7,550.62	528,887	\$914,700.71	\$823,171.13	\$1,737,871.84	\$111,814.42	\$157,084.90	\$2,006,771.16	\$265.78
5-----	1,737.98	106,015	\$182,343.40	\$118,460.50	\$300,803.90	\$18,963.32	\$30,971.36	\$350,738.58	\$201.81
6-----	1,404.68	111,849	176,589.12	94,342.66	270,931.78	22,165.84	31,741.84	324,839.46	231.26
Total for Central Zone-----	3,142.66	217,864	\$358,932.52	\$212,803.16	\$571,735.68	\$41,129.16	\$62,713.20	\$675,578.04	\$214.97
7-----	1,091.94	45,651	\$ 75,495.41	\$55,848.23	\$131,343.64	\$ 6,884.07	\$10,790.61	\$149,018.32	\$136.47
8-----	1,480.52	74,132	122,858.54	73,122.64	195,981.18	11,727.51	20,774.54	228,483.23	154.33
9-----	1,078.32	30,080	48,287.49	20,675.56	68,963.05	4,235.67	8,501.00	81,699.72	75.77
Total for Southern Zone-----	3,650.78	149,863	\$246,641.44	\$149,646.43	\$396,287.87	\$22,847.25	\$40,066.15	\$459,201.27	\$125.78
Total for entire State-----	14,344.06	896,614	\$1,520,274.67	\$1,185,620.72	\$2,705,895.39	\$175,790.83	\$259,864.25	\$3,141,550.47	\$219.01

Note: Above costs do not include cost of removing snow and ice from 30.63 miles of expressways which is reported in Table 27 of this section.

TABLE 32.—COMPARISON OF ANNUAL SNOW REMOVAL AND ICE CONTROL COSTS
1931-1956.

Year	For Entire State			For Northern Zone Only		
	Miles Reported	Total Cost	Cost Per Mile	Miles Reported	Total Cost	Cost Per Mile
1931.....	5,944.40	\$ 289,915.67	\$ 48.77	4,362.06	\$ 240,903.51	\$ 55.23
1932.....	8,499.36	279,710.14	32.91	6,565.95	206,045.27	37.02
1933.....	7,255.60	230,684.53	31.93	4,918.07	194,962.85	39.64
1934.....	9,159.49	270,675.51	29.55	5,312.61	172,411.55	52.45
1935.....	9,516.82	419,872.34	44.12	5,750.52	321,588.88	55.92
1936.....	12,693.90	1,098,427.54	87.01	6,930.00	806,784.24	116.42
1937.....	12,831.64	674,985.18	52.60	7,031.49	429,241.04	61.05
1938.....	13,175.75	593,173.22	45.02	7,186.40	458,994.91	63.87
1939.....	13,378.67	625,905.25	46.78	7,251.10	434,373.90	59.90
1940.....	13,615.49	1,109,962.53	81.52	7,351.29	719,854.25	97.92
1941.....	13,852.98	710,839.77	51.31	7,444.68	545,360.40	73.26
1942.....	13,940.95	847,779.92	60.81	7,475.51	587,462.68	78.58
1943.....	14,052.40	889,063.48	63.27	7,510.40	695,844.49	92.65
1944.....	14,092.54	849,457.98	60.28	7,524.38	568,333.34	75.53
1945.....	14,109.26	1,321,678.97	93.67	7,533.07	899,401.49	119.39
1946.....	14,112.63	1,106,379.30	78.40	7,528.65	742,121.84	98.57
1947.....	14,125.35	1,591,399.16	112.66	7,539.85	1,225,436.24	162.53
1948.....	14,133.95	1,747,642.76	123.65	7,543.44	1,236,310.15	163.89
1949.....	14,167.90	2,080,265.35	146.83	7,543.39	1,566,023.89	207.60
1950.....	14,224.37	2,281,113.17	160.37	7,549.64	1,621,433.03	214.77
1951.....	14,247.54	3,108,455.28	218.17	7,555.10	2,216,405.30	293.37
1952.....	14,255.57	3,166,286.93	222.11	7,558.39	2,254,554.09	298.28
1953.....	14,232.91	2,130,092.51	149.66	7,527.05	1,464,028.79	194.50
1954.....	14,267.41	2,408,941.59	168.84	7,539.21	1,758,156.08	233.20
1955.....	14,296.73	3,238,918.88	226.55	7,534.88	2,205,043.94	292.64
1956.....	14,344.06	3,141,550.47	219.01	7,550.62	2,006,771.16	265.78

Note: Costs subsequent to 1952 do not include cost of removing snow and ice from expressways.

9. ADDITIONS AND BETTERMENTS.—Work performed under authorization and classed as *additions and betterments* consists of capital improvements added to the highway facilities to modernize them, reduce highway hazards, or decrease maintenance expense. Although maintenance field forces supervise and perform the work on these projects, the cost is paid from construction funds since it represents additional capital investment.

The expenditures for the various classes of addition and betterment work are shown in the following tabulation:

Reserve Fund	Amount
Regular A & B construction.....	\$105,306.48
Reconstruction A & B.....	23,306.60
State-aid A & B.....	6,616.61
City and beltline A & B.....	
Total.....	\$135,229.69

10. PERMITS.—Permits to install sewers, water and gas mains, pole lines, and work of the same nature on State highway right-of-way, are supervised by the Bureau of Maintenance. During the year 5,644 such permits were granted. This total does not include 2,710 access permits issued.

11. DAY LABOR.—The Day Labor Section of the Bureau of Maintenance operated in each of the ten highway districts and completed 92 jobs. A summary of the principal items completed is shown in the following tabulation:

Item	Quantity
Bituminous surfaces:	
Seal coat (9 jobs).....	181,382 sq. yds.
I-11 surface.....	1,042 tons
Scarify and relay base.....	156,266 sq. yds.
Bituminous undersealing of pavement:	
Holes drilled.....	55,836 each
Asphalt pumped in place.....	854,388 gallons
Guardfence:	
Removal.....	14,764 lin. ft.
Cable erected.....	4,930 lin. ft.
Steel plate erected.....	22,081 lin. ft.
Guard posts erected.....	179 each
Guide posts erected.....	22 each
Earth excavation:	
Ditch cleaning and shoulder cutting.....	70,048 cu. yds.
Earth.....	49,871 cu. yds.
Borrow.....	3,903 cu. yds.
Rock.....	45 cu. yds.
Special.....	292 cu. yds.
Jetty.....	710 cu. yds.
Jetty embankment.....	6,742 cu. yds.
Top soil.....	7,828 cu. yds.
Pavement:	
Concrete patching.....	29,941 sq. yds.
PCC pavement.....	471 sq. yds.
Salt stabilized surface course.....	47,937 sq. yds.
Gravel or crushed-stone surface course.....	6,261 tons
Gravel or crushed-stone base course.....	8,993 tons
Gravel or crushed-stone shoulders.....	8,095 tons
Bituminous patching.....	45 sq. yds.
Pavement removal.....	30,234 sq. yds.
Pipe culverts and storm sewers:	
Pipe culverts.....	4,664 lin. ft.
Storm sewers.....	2,324 lin. ft.
Perforated drain pipe.....	260 lin. ft.
Portland cement concrete:	
Class X concrete.....	418 cu. yds.
Bridge handrail concrete.....	14 cu. yds.
Sidewalk.....	190 sq. ft.
Concrete curb and gutter.....	344 lin. ft.
Granular backfill:	
Trench backfill.....	361 cu. yds.
Granular backfill.....	721 cu. yds.
Sand.....	210 cu. yds.
Special.....	1,300 cu. yds.
Salvage granular material.....	112 cu. yds.
Subgrade replacement.....	392 tons
Bridge repairs—(39 jobs)	
Floor removed.....	10,848 sq. ft.
Metal pan floor.....	2,332 sq. ft.
Metal handrail Type A.....	499 lin. ft.
Metal handrail Type B.....	616 lin. ft.
Structural steel.....	35,529 lbs.
Bridge floor correction.....	4,888 sq. yds.
Reinforcing steel.....	45,630 lbs.
Expansion bolts.....	120 each
High tensile steel bolts.....	538 each

Item	Quantity
Landscaping:	
Concrete table bases.....	16 each
Picnic stoves.....	8 each
Shade trees.....	67 each
Tall evergreens.....	7 each
Low evergreens.....	507 each
Flowering trees.....	301 each
Shrubs.....	4,000 each
Sodding.....	24,476 sq. yds.
Complete seeding.....	6.2 acres
Asphalt bound mulch.....	5.52 acres
Miscellaneous:	
Catch basins.....	18 each
Manholes.....	10 each
Inlet.....	1 each
Gutter removal.....	1,130 lin. ft.
Cast iron grates.....	272 lbs.
Calcium chloride applied.....	22 tons.
Rock salt applied.....	33 tons
Tree removal.....	2,778 inches
Wire mesh.....	168 sq. yds.
Concrete removal.....	43 cu. yds.
Pavement cores.....	358 each

VII. RESEARCH AND PLANNING

1. GENERAL.—The Bureau of Research and Planning conducts most of the research activity of the Division of Highways either directly or in co-operation with the other bureaus of the Division, or with governmental units interested in highway affairs. The work within the Bureau is performed by three sections: (1) The Economic Research Section; (2) The Planning and Programing Section; and (3) The Physical Research Section.

2. ECONOMIC RESEARCH.—The inventory of all rural highways and municipal extensions of the primary and State-aid systems, redrawing of county maps, providing a variety of drafting services for the entire Bureau, conducting traffic volume and truck-weight studies, estimating future traffic for planning and design purposes, making economic studies for new highway locations, and furnishing IBM tabulating and analyzing services for statistical studies of the Bureau are the principal duties of this section. The work of the Economic Research Section is accomplished by two units; Road Inventory, and Traffic.

(a) *Road Inventory*.—Each year field parties check and revise the road inventory data for all rural roads and the extension of primary and State-aid highways into municipalities. The length, width, type of surface, structures, new locations, cultural features, corporate limits, and township lines are recorded and reported for keeping inventory data current. In 1956 this included a complete reinventory of the roads in 13 counties and revisions of the inventory data reported for the other counties. From the corrected data summarization of road mileages were prepared for State, Federal, and other agencies.

Table 33, completed annually from inventory data, shows the rural road mileage in each county at December 31, 1956. The State total of 102,381.15 shown in this table is divided by surface type into three principal systems.

The *primary system* is comprised of all roads built or taken over as a part of the State bond issue networks of highways; all roads built

TABLE 33.—MILEAGE OF RURAL HIGHWAYS BY TYPE OF SURFACE, DECEMBER 31, 1956.

County	Highway System												Total Rural Mileage
	Primary				State-aid ⁴				Local				
	Paved ¹	Low-type Surface ²	Earth ³	Total	Paved ¹	Low-type Surface ²	Earth	Total	Paved ¹	Low-type Surface ²	Earth	Total	
Adams	135.20	1.86	-----	137.06	4.98	382.96	-----	387.94	3.60	869.41	160.34	1,033.35	1,558.35
Alexander	37.92	13.57	-----	51.49	0.11	55.94	-----	56.05	-----	237.47	25.18	262.65	370.19
Bond	74.14	0.16	-----	74.30	5.47	116.46	0.36	122.29	0.83	453.94	63.51	518.28	714.87
Boone	34.31	0.02	-----	34.33	11.68	84.41	-----	96.09	0.14	366.03	9.11	375.28	505.70
Brown	28.25	18.03	-----	46.28	-----	77.98	0.79	78.77	-----	271.03	104.21	375.24	500.29
Bureau	170.71	2.71	-----	173.42	3.57	325.59	0.55	329.71	0.03	947.99	61.77	1,009.79	1,512.92
Calhoun	14.25	15.71	-----	29.96	-----	57.97	-----	57.97	-----	191.65	55.03	246.68	334.61
Carroll	96.02	-----	-----	96.02	0.91	117.33	-----	118.24	1.22	458.13	64.58	523.93	738.19
Cass	50.04	0.08	-----	50.12	3.33	82.60	1.80	87.73	0.28	293.89	96.85	391.02	528.87
Champaign	130.37	0.04	-----	130.41	211.49	85.26	0.14	296.89	2.75	1,351.65	172.53	1,526.93	1,954.23
Christian	90.38	-----	-----	90.38	15.70	138.64	-----	154.34	2.22	1,040.47	128.97	1,171.66	1,416.38
Clark	79.63	0.23	-----	79.86	4.72	184.49	1.40	190.61	0.11	624.55	102.68	727.34	997.81
Clay	43.59	12.15	-----	55.74	3.28	131.89	2.74	137.91	-----	504.75	240.07	744.82	938.47
Clinton	90.15	0.27	-----	90.42	11.25	108.37	0.25	119.87	-----	471.72	124.45	596.17	806.46
Coles	66.68	20.45	-----	87.13	65.86	112.44	-----	178.30	16.12	672.10	56.80	745.02	1,010.45
Cook	284.61	1.47	-----	286.08	337.71	426.60	1.70	766.01	8.76	597.66	74.67	681.09	1,733.18
Crawford	54.86	2.81	-----	57.67	2.05	152.73	-----	154.78	0.28	608.71	42.96	651.95	864.40
Cumberland	62.68	8.02	-----	70.70	0.73	104.53	0.35	105.61	0.10	402.79	135.54	538.43	714.74
DeKalb	102.37	0.12	-----	102.49	8.60	143.78	-----	152.38	0.30	811.24	22.70	834.24	1,089.11
DeWitt	80.76	-----	-----	80.76	0.07	91.23	-----	91.30	-----	544.78	43.08	587.86	759.92
Douglas	68.96	-----	-----	68.96	29.64	83.73	-----	113.37	5.96	578.23	49.13	633.32	815.65
DuPage	143.89	0.72	-----	144.61	27.99	177.38	0.07	205.44	2.60	619.77	39.24	661.61	1,011.66
Edgar	100.97	0.06	-----	101.03	21.46	135.12	-----	156.58	10.65	842.05	42.19	894.89	1,152.50
Edwards	33.58	1.92	-----	35.50	0.28	60.42	-----	60.70	0.24	253.08	62.32	315.64	411.84
Efingham	82.83	13.81	-----	96.64	0.90	151.54	-----	152.44	0.06	554.42	155.68	710.16	959.24
Fayette	94.39	9.86	-----	104.25	-----	166.09	0.93	167.02	0.16	825.76	287.24	1,113.16	1,384.43
Ford	124.53	-----	-----	124.53	2.97	78.02	2.27	83.26	-----	624.70	124.20	748.90	956.69
Franklin	98.37	0.02	-----	98.39	9.46	150.38	-----	159.84	0.85	584.43	45.25	630.53	888.76
Fulton	191.74	-----	-----	191.74	13.55	234.31	2.71	250.57	1.62	795.90	142.44	939.96	1,382.27
Gallatin	39.24	0.06	-----	39.30	-----	90.04	1.55	91.59	-----	280.36	78.93	359.29	490.18
Greene	67.07	12.84	-----	79.91	0.14	151.26	-----	151.40	-----	528.93	83.11	612.04	843.35
Grundy	77.09	-----	-----	77.09	8.30	129.99	-----	138.29	-----	475.32	58.65	533.97	749.35
Hamilton	51.52	-----	-----	51.52	-----	129.60	7.18	136.78	-----	444.31	273.59	717.90	906.20
Hancock	120.47	-----	-----	120.47	0.29	192.52	1.03	193.84	1.25	979.14	126.74	1,107.13	1,421.44
Hardin	31.66	0.96	-----	32.62	-----	41.81	-----	41.81	-----	170.58	19.47	190.05	264.48

DIVISION OF HIGHWAYS

TABLE 33.—Concluded.

County	Highway System												Total Rural Mileage
	Primary				State-aid ⁴				Local				
	Paved ¹	Low-type Surface ²	Earth ³	Total	Paved ¹	Low-type Surface ²	Earth	Total	Paved ¹	Low-type Surface ²	Earth	Total	
Henderson	72.80	8.36	-----	81.16	0.12	78.46	6.63	85.21	0.45	319.71	113.54	433.70	600.07
Henry	195.51	0.12	-----	195.63	33.49	132.32	0.89	166.70	0.12	915.00	172.46	1,087.58	1,449.91
Iroquois	180.61	0.77	-----	181.38	195.32	332.60	0.72	528.64	0.61	1,270.03	219.18	1,489.82	2,199.84
Jackson	111.70	10.82	-----	122.52	0.75	166.68	5.18	172.61	-----	484.20	191.03	675.23	970.36
Jasper	58.51	-----	-----	58.51	-----	183.26	0.02	183.28	-----	506.44	260.00	766.44	1,008.23
Jefferson	72.34	0.85	-----	73.19	0.10	237.95	19.20	257.25	0.46	551.59	360.83	912.88	1,243.32
Jersey	63.16	14.49	-----	77.65	0.02	108.95	2.23	111.20	-----	295.42	95.91	391.33	580.18
JoDavies	78.49	-----	-----	78.49	-----	167.26	-----	167.26	0.02	580.31	40.22	620.55	866.30
Johnson	57.61	-----	-----	57.61	-----	73.93	-----	73.93	0.10	202.25	161.05	363.40	494.94
Kane	126.14	-----	-----	126.14	24.22	285.87	-----	310.09	25.78	506.17	6.89	538.84	975.07
Kankakee	136.35	4.93	-----	141.28	26.57	222.56	2.53	251.66	1.33	733.95	153.20	888.48	1,281.42
Kendall	86.39	0.59	-----	86.98	3.35	101.67	-----	105.02	0.09	362.03	5.21	367.33	559.33
Knox	127.28	-----	-----	127.28	1.12	255.24	-----	256.36	0.95	781.51	98.69	881.15	1,264.79
Lake	204.12	1.82	-----	205.94	66.83	191.43	-----	258.26	5.84	651.38	18.37	675.59	1,139.79
LaSalle	252.78	0.05	-----	252.83	12.14	359.71	0.35	372.20	4.76	1,376.29	129.37	1,510.42	2,135.45
Lawrence	61.63	-----	-----	61.63	3.00	126.90	-----	129.90	3.23	468.81	48.82	520.86	712.39
Lee	139.76	0.23	-----	139.99	20.97	199.17	-----	220.14	0.18	799.12	105.94	905.24	1,265.37
Livingston	188.43	7.14	-----	195.57	16.35	249.76	3.11	269.22	0.96	1,376.27	257.18	1,634.41	2,099.20
Logan	120.28	0.12	-----	120.40	1.45	179.68	-----	181.13	0.13	740.74	36.38	777.25	1,078.78
McDonough	92.93	-----	-----	92.93	0.60	187.29	3.35	191.24	0.39	737.35	92.17	829.91	1,114.08
McHenry	165.92	0.10	-----	166.02	6.86	153.05	-----	159.91	1.63	903.08	12.55	917.26	1,243.19
McLean	256.48	0.22	-----	256.70	6.39	416.86	-----	423.25	-----	1,392.02	113.52	1,505.54	2,185.49
Macon	104.48	-----	-----	104.48	9.44	224.89	-----	234.33	1.81	855.39	34.76	891.96	1,230.77
Macoupin	134.31	14.30	-----	148.61	9.18	212.07	8.90	230.15	-----	896.45	187.13	1,083.58	1,462.34
Madison	222.20	5.13	0.04	227.37	84.87	181.13	-----	266.00	19.91	868.60	64.48	952.99	1,446.36
Marion	72.67	15.70	-----	88.37	4.38	221.28	10.56	236.22	0.47	532.12	306.44	839.03	1,163.62
Marshall	80.41	12.43	-----	92.84	-----	109.55	-----	109.55	0.80	425.40	26.26	452.46	654.85
Mason	82.48	-----	-----	82.48	6.60	106.31	1.71	114.62	0.26	445.98	225.75	671.99	869.09
Massac	31.30	3.78	-----	35.08	-----	68.81	-----	68.81	-----	280.49	36.07	316.56	420.45
Menard	45.25	-----	-----	45.25	2.86	76.02	0.95	79.83	-----	334.52	59.52	394.04	519.12

Mercer	73.40	---	---	73.40	4.23	149.37	0.48	154.08	1.06	606.91	118.79	726.76	954.24
Monroe	51.65	0.02	---	51.67	0.03	74.59	0.64	75.26	---	363.06	56.98	420.04	546.97
Montgomery	81.09	30.01	---	111.10	0.03	183.90	1.88	185.81	0.03	903.59	126.34	1,029.96	1,326.87
Morgan	107.58	0.30	---	107.88	4.48	165.55	0.15	170.18	---	622.93	101.90	724.83	1,002.89
Moultrie	68.04	---	---	68.04	12.53	59.21	---	71.74	0.07	481.46	44.34	525.87	665.65
Ogle	158.52	---	---	161.69	3.22	269.26	1.47	273.95	0.03	864.80	54.20	919.03	1,354.67
Peoria	163.49	3.17	---	163.49	25.38	314.47	---	339.85	5.93	641.76	63.08	710.77	1,214.11
Perry	85.75	---	---	85.75	---	137.02	---	137.02	---	350.14	165.16	515.30	738.07
Piatt	75.97	---	---	75.97	29.00	76.69	---	105.69	0.58	590.28	50.96	641.82	823.48
Pike	109.75	32.12	---	141.87	0.20	169.16	2.37	171.73	---	845.45	178.07	1,023.52	1,337.12
Pope	48.65	---	---	48.65	---	76.71	2.43	79.14	0.09	257.80	76.56	334.45	462.24
Pulaski	35.34	2.11	---	37.45	0.10	50.43	3.67	54.20	1.83	184.66	59.89	246.38	338.03
Putnam	39.95	11.25	---	51.20	---	36.20	---	36.20	0.51	179.79	13.13	193.43	280.83
Randolph	109.90	---	---	109.90	0.71	169.26	1.72	171.69	0.12	522.40	127.25	649.77	931.36
Richland	35.11	---	---	35.11	0.72	135.07	2.54	138.33	---	456.02	164.50	620.52	793.96
Rock Island	95.29	---	---	95.29	51.41	160.58	2.60	214.59	1.68	352.31	76.26	430.25	740.13
St. Clair	185.33	---	---	185.33	34.26	216.39	0.67	251.32	3.40	765.24	57.97	826.61	1,263.26
Saline	87.77	0.11	---	87.88	0.75	121.11	0.35	122.21	4.53	498.33	64.11	566.97	777.06
Sangamon	207.70	2.29	---	209.99	26.41	235.30	---	261.71	1.67	1,080.97	55.78	1,138.42	1,610.12
Schuyler	82.25	7.87	---	90.12	5.93	102.82	11.98	120.73	0.16	407.15	122.04	529.35	740.20
Scott	42.08	7.85	---	49.93	---	64.24	0.79	65.03	---	225.58	58.55	284.13	399.09
Shelby	85.18	---	---	85.18	3.12	227.36	1.53	232.01	0.12	1,048.99	157.61	1,206.72	1,523.91
Stark	66.23	---	---	66.23	0.32	103.93	---	104.25	0.53	322.16	40.69	363.38	533.86
Stephenson	79.85	---	---	79.85	0.17	244.69	---	244.86	0.46	736.96	39.59	777.01	1,101.72
Tazewell	113.30	1.36	---	114.66	3.84	176.85	---	180.69	2.60	789.09	50.32	842.01	1,137.36
Union	53.71	15.48	---	69.19	---	107.49	0.26	107.75	0.24	358.51	117.54	476.29	653.23
Vermilion	123.99	0.06	---	124.05	230.55	34.30	---	264.85	12.60	1,210.16	50.44	1,273.20	1,662.10
Wabash	35.03	---	---	35.03	0.12	73.02	---	73.14	0.14	251.98	37.74	289.86	398.03
Warren	89.32	---	---	89.32	0.66	173.92	---	174.58	3.22	648.80	109.30	761.32	1,025.22
Washington	107.66	---	---	107.66	---	136.82	4.03	140.85	---	443.43	220.58	664.01	912.52
Wayne	60.32	---	---	60.32	---	221.82	7.28	229.10	---	790.66	316.48	1,107.14	1,396.56
White	83.34	0.07	---	83.41	---	162.36	5.54	167.90	---	624.99	149.83	774.82	1,026.13
Whiteside	140.36	9.56	---	149.92	29.39	206.22	3.30	238.91	2.90	722.22	73.79	798.91	1,187.74
Will	268.40	0.10	---	268.50	48.32	262.82	0.67	311.81	0.44	1,108.91	84.70	1,194.05	1,774.36
Williamson	62.91	---	---	62.91	35.53	110.51	---	146.04	8.66	465.96	106.92	581.54	790.49
Winnebago	100.66	---	---	100.66	56.01	266.83	2.05	324.89	5.83	598.01	44.05	647.89	1,073.44
Woodford	101.70	14.12	---	115.82	2.17	145.81	0.59	148.57	0.20	630.62	67.64	698.46	962.85
Total	10,192.12	377.75	0.04	10,569.91	1,953.06	16,186.15	151.14	18,290.35	190.04	62,821.64	10,509.21	73,520.89	102,381.15

¹ Paved surface includes block, brick, portland cement concrete, and high-type bituminous.² Low-type surface includes low-type bituminous, gravel or stone, and oiled earth.³ Under construction.⁴ Does not include designated State-aid mileage that coincides with the primary system.

as, or already improved and taken over as, Federal-aid primary highways; all beltlines built under authority of Section 6f of the System of State Highways Act (Approved June 24, 1921 and subsequently amended); and all roads built under specific legislative authority. The rural portion of this system included 10,569.91 miles of highways, all of which were maintained by the State with the exception of toll bridges and certain connections to these bridges. The net mileage of municipal extensions to the system was 1,909.59 miles.

The *State-aid system* is comprised of all roads which have been designated as State-aid roads by action of the county boards of supervisors or commissioners and approved by the Division of Highways. The total designated rural mileage of 21,272.43 in 1956 included 2,749.42 miles of road that were coincident with State primary highways and 232.66 miles of routes on new location that were not coincident with any existing road.

The net mileage of rural State-aid roads, 18,290.35, is shown in Table 33. The total net mileage of municipal extensions to the system in 1956 was 1,708.36 miles.

The *local system* is comprised of all rural roads that are not included in either the primary or State-aid systems. In general, these roads were under the jurisdiction of the townships and road districts, although small mileages were constructed and maintained by various other governmental and private agencies. The net mileage of roads in this system was 73,520.89 miles.

The following tabulation shows the total miles and general surface types of rural roads in the State from 1945 to 1956, inclusive.

December 31	Miles of Rural Highways by Surface Types			
	Paved	Low Type	Earth	Total
1945.....	12,056.4	69,441.1	23,059.6	104,557.1
1946.....	12,089.5	70,612.5	21,995.4	104,697.4
1947.....	12,095.9	72,072.9	20,465.5	104,634.3
1948.....	12,129.2	73,992.6	18,562.4	104,684.2
1949.....	12,165.0	74,830.0	17,288.1	104,283.1
1950.....	12,166.3	75,540.8	15,712.2	103,419.3
1951.....	12,186.0	76,228.6	14,343.4	102,758.0
1952.....	12,210.9	76,918.2	13,340.1	102,469.2
1953.....	12,262.9	77,756.3	12,214.4	102,233.6
1954.....	12,288.9	78,364.0	11,604.9	102,257.8
1955.....	12,295.9	78,914.5	11,100.9	102,311.3
1956.....	12,335.2	79,385.5	10,660.4	102,381.1

The difference in the total mileage of rural highways from year to year is caused by construction of highways on new locations, abandonment of roads by disuse, changes in corporate limits, and the opening of rural subdivision streets.

County maps of the general highway series are being redrafted on the polyconic projection using data obtained from aerial photo-

graphs and field inventory surveys. The 83 counties that have been redrafted are listed below:

Adams	Douglas	Jersey	Massac	Saline
Alexander	DuPage	Kane	Menard	Sangamon
Bond	Edgar	Kankakee	Mercer	Scott
Boone	Edwards	Kendall	Monroe	Shelby
Brown	Effingham	Knox	Montgomery	Stark
Bureau	Fayette	Lake	Morgan	Tazewell
Calhoun	Ford	LaSalle	Peoria	Union
Champaign	Franklin	Lawrence	Perry	Vermilion
Christian	Fulton	Lee	Piatt	Wabash
Clark	Gallatin	Livingston	Pike	Warren
Clay	Greene	Logan	Pope	Wayne
Coles	Grundy	McHenry	Pulaski	White
Cook	Hamilton	McLean	Putnam	Will
Crawford	Hardin	Macon	Randolph	Williamson
Cumberland	Henry	Madison	Rock Island	Winnebago
DeKalb	Jackson	Marion	St. Clair	Woodford
DeWitt	Jasper	Marshall		

The following 19 county maps have not been redrafted, but were corrected to show the reinventory survey data:

Carroll	Henderson	Johnson	Moultrie	Stephenson
Cass	Iroquois	McDonough	Ogle	Washington
Clinton	Jefferson	Macoupin	Richland	Whiteside
Hancock	JoDaviess	Mason	Schuyler	

All of the general county highway maps were revised to show the changes in surface types of rural highways and in corporate limits of municipalities as reported by the districts during the year.

Two sets of 1956 *State traffic maps* were prepared, one showing the average 24 hour total traffic volumes and the other the average 24 hour commercial volumes. Each set consists of two maps, one showing the Chicago Metropolitan Area and the other map the remaining portion of the State.

The *Official Illinois Highway Map* is prepared for publication each year by this unit. During the year the 1956 Illinois Highway Map was released to the public, and additions and revisions made for publishing the 1957 map.

The *State Federal-aid and Federal-aid secondary maps* were revised and reprinted.

(b) *Traffic*.—A comparison of traffic counts at 305 key station locations on rural primary highways indicated that the traffic during 1956 was about 3.6 per cent greater than in 1955. Single-unit trucks increased 2.8 per cent while large truck combinations were about 3.0 per cent greater than in the previous year.

Traffic counts made each month at 85 key stations show traffic volumes 4.2 per cent greater on State-aid roads and 3.2 per cent more on township roads in 1956 than in 1955.

The average monthly traffic for 1932, 1936, 1938, 1941, 1943, 1950, 1953, and 1956 and the comparison of traffic by months for 1941, 1950, 1953 and 1956 are shown in Figure 10.

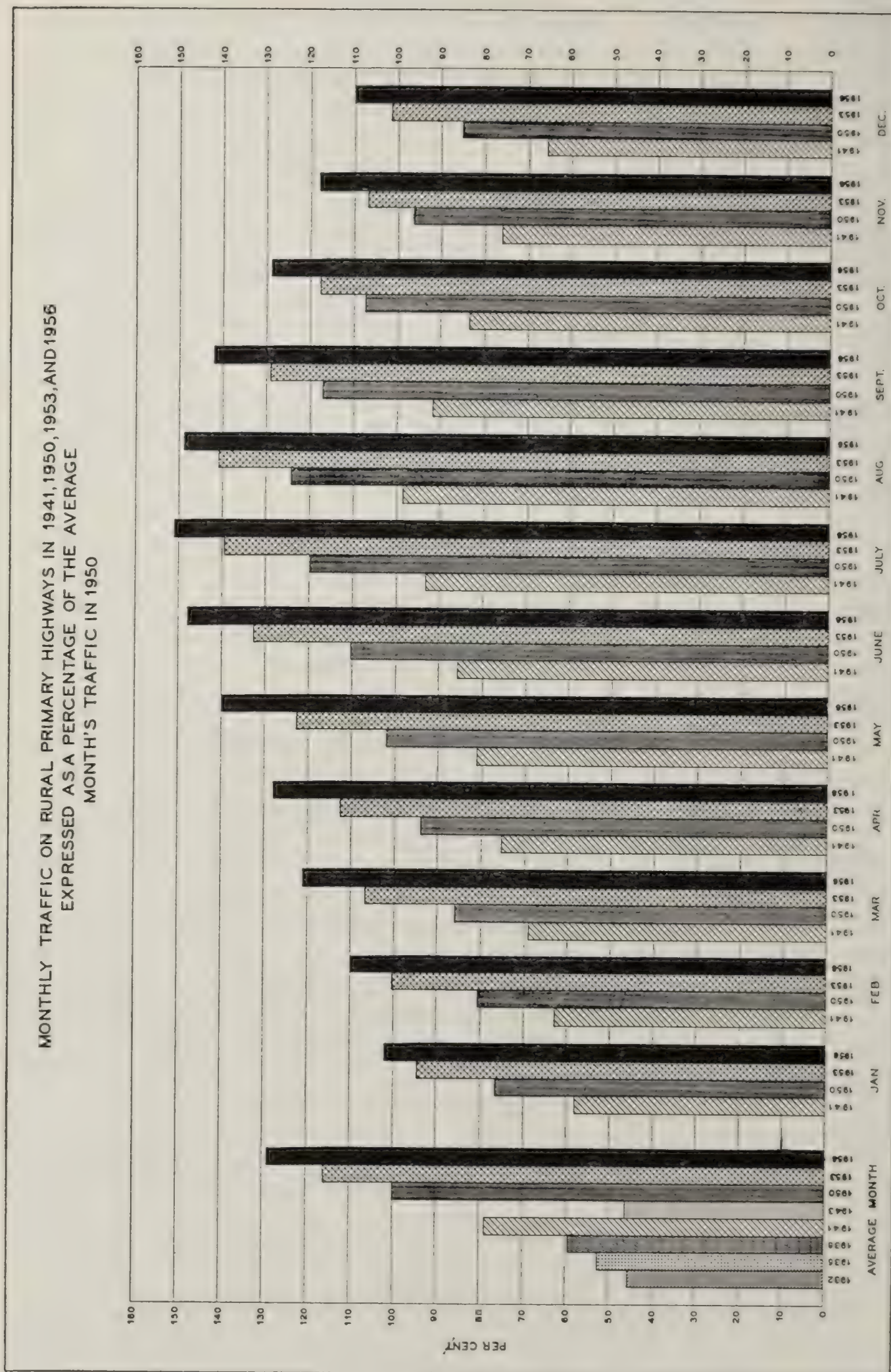


Figure 10.

Vehicle classification counts from key stations on rural primary highways indicated that 82 per cent of the traffic were passenger cars and 18 per cent were trucks. Of the trucks, 41 per cent were large truck combinations as compared to 40 per cent in 1955.

The 1956 rural traffic volume survey was conducted during the year on all rural primary highways. One purpose of the survey was to provide current data for State traffic flow maps for the rural primary highway system. The completed set of maps will show the average daily total traffic, the average daily total commercial traffic and the average daily truck combinations using the primary system. Additional information obtained in the rural traffic volume survey will be a basis for more accurate estimates of 30th maximum hourly volumes. These data are also used as a basis for compiling statistics on general traffic behavior and deriving adjustment factors which are used in assigning and projecting traffic for design purposes.

In addition to the traffic information obtained from the 390 key stations, and 5 continuous count stations, the following counts were made to furnish information for this survey: 20,800 base station locations were counted for 24 hours with nonrecording counters; 144 base control stations were counted for 48 hours each season of the year; and 89 manual counts were made for 24 hours, 396 for 16 hours, and 16 for 8 hours at important highway intersections. With the exception of Chicago, there were 4,200 machine counts made on all State marked routes through municipalities in conjunction with the rural survey.

Urban traffic volume surveys were continued. Approximately 2,620 base station 24 hour machine counts and 72 sixteen hour manual counts were made in 11 municipalities. The cities that were counted prior to 1950 and were recounted in 1956 are as follow: Centralia, Charleston, Clinton, Decatur, DuQuoin, Effingham, Mattoon, Paris, Pinckneyville, Robinson, and Zeigler.

The traffic volume map of the City of Chicago showing the major streets with traffic volumes of 5,000 or more vehicles a day was completed and printed.

An origin and destination traffic study was made of the Carbondale area in 1956. Smaller studies were made at Alton and Warsaw. The purpose of the origin and destination studies is to furnish traffic data to be used in planning and developing modern traffic facilities in and near the large cities, and to determine the proportion of traffic on a route, or routes, that might be expected to use a proposed new location of a route to bypass a populated area or go between populated areas, and the traffic which would continue to use the present facilities.

Traffic studies for interstate highway locations required analyzing origin and destination data for the interstate highways from Effingham to Cairo, from Peoria to Rock Island, and from Chicago to Rock Island. Preliminary traffic estimates for the entire interstate system in Illinois were prepared as part of the interstate cost study. Traffic estimates for design purposes were made for interstate route projects.

3. PLANNING AND PROGRAMING.—The Planning and Programing Section contains two units: Highway Cost, and Administrative Studies. A brief discussion of the work of each unit follows:

(a) *Highway Cost*.—Principal functions of this unit include carrying on annual studies of local and State highway finance, assembling and reporting data pertaining to the registration of motor vehicles and the collection of motor fuel tax, conducting studies of highway needs, periodically revising records of pavement life, and editing and preparing for publication the Annual Report of the Division of Highways.

The local finance study annually assembles and analyses highway receipts and disbursements of counties, municipalities, and townships of Illinois for roads, streets, and related purposes. During 1956 the information for the 1954 fiscal year of these units of government was analysed and the study for the 1955 year had progressed sufficiently that by the time this report was ready for the printer a summary of the 1955 year could be included. Tables 34 and 35 contain summaries of highway funds collected and disbursed by each class of government in Illinois during 1954 and 1955. Table 36 furnishes a comparison of the total highway revenue and expenditures for the years 1950 through 1955.

State highway finance involves the collection of information from the Department of Revenue, the Department of Finance, the Secretary of State, and the Bureau of Administrative Service. These data concern motor fuel tax collections, allotments, and refunds; registration of vehicles in Illinois; and financial transactions for State highway purposes. During 1956, information for the 1955 year was assembled and transmitted to the Bureau of Public Roads for publication on a nation-wide basis and a manual summarizing this information was prepared and furnished State highway officials as a source of factual data.

An interstate highway cost study, as required by the Federal-aid Highway Act of 1956 under Section 108(d), began in the latter part of 1956. Unit costs were developed and instructions prepared for the districts to better coordinate the work throughout the State.

The Annual Report of the Division of Highways is assembled and edited annually by the highway cost unit. In 1956, the 1954 report was published and the manuscript for the 1955 year had been completed for transmittal to the printer.

The Illinois Highway Story is prepared annually for publication by this unit. During the year the 1955 report was published and released to the public, and work on the brochure for the 1956 year had begun by the end of the year.

Miscellaneous reports and special studies are requested periodically by bureaus within the Division, legislators, the Federal Bureau of Public Roads, and private agencies. The requests generally pertain to various phases of highway finance or administration which require analyzing information on revenues, expenditures, or needs for highways in Illinois.

TABLE 34.—RECEIPTS AND DISBURSEMENTS FOR HIGHWAY PURPOSES BY GOVERNMENTAL UNITS OF ILLINOIS DURING THEIR 1954 FISCAL YEAR.

Funds Received and Spent by																
Sources of Receipts and Purposes of Disbursements	State		Counties		Townships and Road Districts		Municipalities		Special Districts ¹		Federal Government ²		Toll Bridges Owned by Governmental Agencies		Total	
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS																
Property taxes-----	-----	-----	\$17,316,099	56.2	\$22,593,623	86.2	\$9,485,584	19.9	\$949,087	7.5	-----	-----	-----	-----	\$50,344,393	14.8
Motor vehicle imposts ³ ----	\$178,838,184	93.1	282	0.0	1,369	0.0	22,325,693	46.9	595,157	4.7	-----	-----	-----	-----	201,760,685	59.4
Other special imposts-----	2,158,633	1.1	163,197	0.5	51,943	0.2	2,576,685	5.4	862,506	6.8	-----	-----	\$2,799,284	82.3	8,612,248	2.5
Transfers from general funds-----	287,932	0.1	387,329	1.3	2,755,117	10.5	3,547,777	7.5	4,286,357	33.7	-----	-----	3,657	0.1	11,268,169	3.3
Federal funds-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	\$27,029,999	100.0	-----	-----	27,029,999	8.0
Borrowings-----	-----	-----	6,219,000	20.2	817,862	3.1	9,650,551	20.3	6,000,000	47.3	-----	-----	-----	-----	22,687,413	6.7
Decrease in balance-----	10,871,211	5.7	6,698,442	21.8	-----	-----	-----	-----	-----	-----	-----	-----	598,609	17.6	18,168,262	5.3
Adjustments for aid transfers-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total receipts-----	\$192,155,960	100.0	\$30,784,349	100.0	\$26,219,914	100.0	\$47,586,290	100.0	\$12,693,107	100.0	\$27,029,999	100.0	\$3,401,550	100.0	\$339,871,169	100.0
Per cent-----	56.5	-----	9.1	-----	7.7	-----	14.0	-----	3.7	-----	8.0	1.0	-----	100.0	100.0	-----
DISBURSEMENTS																
Direct (except interest)-----	\$138,471,512	90.3	\$47,609,210	88.0	\$30,336,015	81.9	\$59,762,069	75.5	\$3,192,876	25.2	-----	-----	\$1,702,463	50.0	\$281,074,145	82.7
Interest-----	1,577,220	1.0	2,328,492	4.3	786,658	2.1	1,198,912	1.5	285,000	2.2	-----	-----	614,463	18.1	6,790,745	2.0
Debt retirement-----	7,526,000	4.9	4,133,484	7.6	4,871,131	13.1	5,160,163	6.5	300,000	2.4	-----	-----	850,000	25.0	22,840,778	6.7
Nonhighway and transfers-----	946,457	0.6	55,639	0.1	40,316	0.1	8,464,986	10.7	903,514	7.1	-----	-----	234,624	6.9	10,645,536	3.1
Increase in balance-----	-----	-----	-----	-----	1,024,999	2.8	4,600,656	5.8	8,011,717	63.1	-----	-----	-----	-----	13,637,372	4.0
Adjustments for aid transfers ⁴ -----	4,879,273	3.2	3,320	0.0	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	4,882,593	1.5
Total disbursements-----	\$153,400,462	100.0	\$54,130,145	100.0	\$37,059,119	100.0	\$79,186,786	100.0	\$12,693,107	100.0	-----	-----	\$3,401,550	100.0	\$339,871,169	100.0
Per cent-----	45.2	-----	15.9	-----	10.9	-----	23.3	-----	3.7	-----	-----	1.0	-----	100.0	100.0	-----

¹ Include only the Chicago Park District and the Chicago Sanitary District.² Receipts of Federal Government are reimbursements for the Federal share of highway work.³ Include motor fuel tax, State and local registration fees, franchise fees, and traffic fines.⁴ Includes toll revenue of \$2,773,206 and miscellaneous receipts of \$26,078.⁵ Includes \$1,000,000 repayment to Federal Government for the advance in establishing the Trust Fund.⁶ Adjustments for aid transfers are made in this table because the fiscal year of the government granting the aid and that receiving it often differ and allotments of motor fuel tax to each class of government generally differs from the amount used during the year.

TABLE 36.—COMPARISON OF HIGHWAY FUND RECEIPTS AND DISBURSEMENTS, 1950-1955.

Sources of Receipts and Purposes of Disbursements	1950		1951		1952		1953		1954		1955	
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS												
Property taxes-----	\$ 35,474,498	16.5	\$ 37,729,334	17.1	\$ 41,981,269	14.8	\$ 48,149,400	14.8	\$ 50,344,393	14.8	\$ 50,766,331	10.8
Motor vehicle imposts ¹ -----	109,627,671	51.0	123,451,911	55.9	153,543,890	54.1	198,300,690	60.9	201,730,685	59.4	217,782,958	46.3
Other special imposts-----	4,854,969	2.2	5,319,972	2.4	6,514,610	2.3	7,060,164	2.1	8,612,248	2.5	10,276,626	2.2
Transfers from general funds-----	7,700,778	3.6	8,661,962	3.9	8,675,804	3.1	7,861,043	2.4	11,268,169	3.3	10,501,199	2.2
Federal funds-----	15,684,571	7.3	19,612,397	8.9	27,656,273	9.7	26,010,683	8.0	27,029,999	8.0	35,140,813	7.5
Borrowings-----	32,796,164	15.2	19,481,576	8.8	34,972,354	12.3	34,774,215	10.7	22,687,413	6.7	145,472,382	30.9
Decrease in balance-----	4,195,147	2.0	6,530,474	3.0	10,542,223	3.7	3,552,207	1.1	18,168,262	5.3	427,834	0.1
Adjustments for aid transfers ² -----	4,690,625	2.2	6,495	0.0	26,978	0.0	46,909	0.0	-----	-----	30,449	-----
Total-----	\$215,024,423	100.0	\$220,794,121	100.0	\$283,913,401	100.0	\$325,755,311	100.0	\$339,871,169	100.0	\$470,398,592	100.0
DISBURSEMENTS												
Direct (except interest)-----	\$166,954,239	77.6	\$174,184,719	78.9	\$224,094,216	78.9	\$248,711,664	76.3	\$281,074,145	82.7	\$281,653,874	59.9
Interest-----	5,092,115	2.4	5,309,115	2.4	5,252,080	1.9	5,546,833	1.7	6,790,745	2.0	6,564,780	1.4
Debt retirement-----	14,724,008	6.9	15,969,928	7.2	16,812,051	5.9	21,571,878	6.6	22,840,778	6.7	23,952,944	5.1
Nonhighway and transfers-----	9,764,736	4.5	8,393,579	3.8	7,259,362	2.6	9,632,816	3.0	10,645,536	3.1	14,634,057	3.1
Increase in balance-----	17,253,879	8.0	4,831,973	2.2	18,179,611	6.4	27,041,377	8.3	13,637,372	4.0	132,471,313	28.1
Adjustments for aid transfers ² -----	1,235,446	0.6	12,104,807	5.5	12,316,081	4.3	13,250,743	4.1	4,882,593	1.5	11,121,624	2.4
Total-----	\$215,024,423	100.0	\$220,794,121	100.0	\$283,913,401	100.0	\$325,755,311	100.0	\$339,871,169	100.0	\$470,398,592	100.0

¹ Includes motor fuel tax, State and local vehicle registration fees, franchise fees, and traffic fines.

² Adjustments are principally represented by the difference of the amount of MFT allotted to, and that withdrawn by, the counties and cities and by the differences in fiscal years of governmental units.

(b) *Administrative Studies*.—This unit is responsible for a variety of studies concerning administration, programing, and legislation. A description of some of the more important of these follows.

The *annual highway improvement program* is compiled and published by this unit. In 1956, the 1957 program was completed and released to the public. The program consists of construction and right-of-way projects for the coming year arranged as far as possible in order of priority for each district with maps showing the location of the proposed work.

Federal-aid primary route descriptions are necessary before Federal-aid funds can be used on new or revised locations of Federal-aid primary routes. Revised descriptions were prepared and requests drafted for obtaining approval from the Federal Bureau of Public Roads for a number of these revisions. Two new routes were designated and approval obtained for these additions to the Federal-aid primary highway system.

Urban areas are continually changing because of the new additions being incorporated into our larger cities. The administrative studies unit revises the urban area boundary when necessary to keep this data current and prepares the information required to obtain approval for these changes.

Legislation, to provide for appropriations for highway purposes and to facilitate the administration of highways in Illinois, was being formulated during the latter part of 1956 for submission to the 70th General Assembly. The Administrative Studies Unit concurred with the other bureaus of the Division and aided in drafting many of the highway bills.

4. **PHYSICAL RESEARCH**.—All research concerning the physical properties of highways that is carried on in the Division either by Division forces or by co-operating outside agencies is correlated by the Bureau of Research and Planning, through the Physical Research Section. This Bureau has the responsibility for making arrangements for financing and conducting physical research projects, for keeping in close touch with projects in progress, and for disseminating information that studies produce. In addition, the Bureau also conducts such studies as are assigned to it consistent with available personnel and equipment.

The *Illinois Highway Research Council* is a twelve-member group serving in an advisory capacity to the Chief Highway Engineer in matters of research. Council members represent the Illinois Division of Highways, the Federal Bureau of Public Roads, the County Superintendents of Highways, the City Engineers, and the University of Illinois. The Council reviews work on active physical research projects, reviews and approves manuscripts and progress reports for work completed, and reviews and makes recommendations concerning research projects that are suggested for addition to the research program.

In general, the physical research work may be divided into two groups: (1) that accomplished within the Division with bureau and district forces; and (2) that conducted wholly or in part by outside agencies through co-operative agreements with the Division.

The major co-operating agent is the University of Illinois. A continuing program of highway research is being carried on at the University under agreement with the Division of Highways. The program, known as the Illinois Co-operative Highway Research Program, makes available for highway research specialized personnel and equipment not available within the Division. The total Division allotment for projects conducted by contract at the University of Illinois for the period July 1, 1956 to June 30, 1957 was \$141,000.00.

The Federal Bureau of Public Roads is participating in a number of individual research projects deemed to be of National interest. The Division receives Federal reimbursement amounting to a maximum of 50 per cent of the expenditures on Federal-participating research projects. Six of the nine projects being conducted under the Illinois Co-operative Highway Research Program at the University of Illinois are eligible for Federal participation in the amount of \$50,500.00 from the 1½ per cent allotment available for State-wide highway planning for the year beginning July 1, 1956.

AASHO Test Road is the most important highway research project to be undertaken in the Nation during this decade. It is sponsored by the American Association of State Highway Officials and financed by all of the states, the Federal Government, and certain segments of private industry. Administration is by the Highway Research Board of the National Academy of Sciences. The State of Illinois has furnished the test site on a relocation of FAI Route 6 between Ottawa and LaSalle. The Illinois Division of Highways has the responsibility of preparing the construction plans and specifications and of supervising construction. Basically the study will consist of an investigation of the behavior of known thicknesses of pavement subjected to axle loadings of known magnitude and frequency.

The project will include six test loops located along an eight-mile right-of-way. Each loop will contain two test tangents, with portland cement concrete pavement on one side of the dividing strip, and bituminous concrete pavement on the other side. There will be a total of 836 separate test sections in the test tangents with various combinations of surface, base, and subbase thicknesses. Test tangents in the four major loops will be 6,500 feet in length. The loop which will carry light traffic will have 4,400-foot test tangents, and the loop which will carry no test traffic will have 2,200-foot tangents.

Axle loads to be applied to the pavements will vary from ordinary passenger vehicles to truck tandem-axle loads of 48,000 lbs. Test vehicles will be driven over the pavements 18 hours a day, six days a week, for two years. Sixteen bridge spans at four locations will also be tested.

Immediately following establishment of the research project in February 1955, the Illinois Division of Highways undertook the location survey and soil survey. A special task force was set up at Ottawa by the Division for preparation of the plans and for handling construction supervision. By the end of 1955 the preparation of the earthwork plans was about half complete, and right-of-way details had been brought to a stage where negotiations with the land owners could begin.

TABLE 37.—HIGHWAY PHYSICAL RESEARCH PROJECTS IN WHICH THE DIVISION OF
HIGHWAYS PARTICIPATED IN 1956.

Project No.	Name of Project	Purpose	Year Under- taken	See "Note" Below	
				Agency Conducting Project	Co-sponsors
1	Reinforced Concrete Slabs-----	Develop, from analytical and experimental research data, im- proved methods of bridge-slab design-----	1936	3	1, 2, 3
2	Miscellaneous Highway Problems-----	Develop information useful in solution of miscellaneous highway problems-----	1940	3	1, 3
4	Highway Drainage-----	Develop information useful in the design and spacing of inlets, inlet grates, and catch basins-----	1947	3	1, 2, 3
5	Riveted and Bolted Structural Joints-----	Provide information for use in the design of riveted and bolted connections on bridges-----	1947	3	1, 2, 3, 4
6	Performance Survey of Pavement of Route US 66-----	Develop information concerning the effects of design, materials, construction, traffic, and climate on the performance of pavements	1949	1a	-----
7	Pavement Blowups-----	Provide information concerning the causes of blowups, for use in developing remedies-----	1950	1a, 1f	-----
9	Impact on Highway Bridges-----	Provide information for design on stresses caused by impact of present-day vehicles-----	1950	3	1, 2, 3
10	Prestressed Reinforced Concrete Highway Bridges-----	Determine behavior and develop information required for design and construction-----	1951	3	1, 2, 3
11	Hydraulics of Flow at Bridges-----	Compile information concerning scour near highway bridges for design, construction, and maintenance-----	1950	3	1, 3
12	Soil Exploration and Mapping-----	Provide engineering soil information in the form of maps and re- ports to guide highway engineers in design and construction-----	1951	3	1, 2, 3
13	Lean-mix Base Widening-----	Determine the economy of using a less-than-normal-cement-con- tent portland cement concrete base widening on projects which include resurfacing with bituminous concrete-----	1951	1a, 1d	-----
14	Experimental Use of Bituminous Underseal (Route US 66, Lincoln to Sherman)-----	Determine effectiveness of various types of bituminous underseal materials in controlling pumping; determine quantities required	1951	1a	-----
15	Experimental Study of Pavement Slab Design, Joints and Joint Sealing Compounds (Route US 66, Section 110X-5 South of Springfield)-----	Develop, by means of field experimentation, improved methods for portland cement concrete pavement construction and design-----	1951	1a	-----
17	Oil-solvent Treatment-----	Determine, by means of field experimentation, the effectiveness of an oil-solvent solution in the control of salt-sealing of concrete pavements-----	1951	1a	-----
19	Base Paving without Forms-----	Develop equipment and methods which will permit formless plac- ing of portland cement concrete bases for bituminous concrete surfaces-----	1952	1a, 1b, 1f	-----
20	Lean-Mix Plain Unjointed Portland Cement Concrete Base with Bituminous Concrete Surface-----	Determine performance of lean-mix portland cement concrete bases surfaced with bituminous concrete-----	1955	1a, 1d, 1f	-----

22	Lateral Stability of Retaining Walls and Abutments.....	Develop improved methods of construction and design, and establish a rational method for the design of batter piles.....	1952	3, 1f	1, 2, 3
23	Determination of Waterway Areas.....	Develop an improved method for determining waterway areas for drainage structures.....	1952	3	1, 3
27	Bituminous Surfacing on Flexible Base.....	Evaluate the performance under heavy traffic of a bituminous concrete surface on a crushed-stone base.....	1952	1a	-----
28	AASHO Road Test.....	Develop information to assist in determining: 1. What additional highway costs can be justified to permit the use of heavier trucks than now allowed. 2. How to design pavements that will carry present and future traffic. 3. What share of highway costs should be borne by the operators of various classes of vehicles.	1955	6	6
32	Bituminous Surfacing Investigation.....	Investigate the stability of bituminous mixtures, and the effects of mixing, transporting, placing, and weathering on the asphalt cement.....	1942	1d	-----
33	Paints, Enamels, and Sign Materials.....	Determine field performance of paints, enamels, and sign materials	----	1d	-----
41	Air Content of Hardened Concrete.....	Investigate and develop apparatus for determining the air content of hardened concrete.....	1952	1d	-----
43	Sealing of Joints and Cracks in Portland Cement Concrete Pavement.....	Determine the need for and performance of various compounds for sealing and filling joints.....	1953	1a	-----
44	Channeling, Cracking, and Shoving of Bituminous Surfaces.....	Develop information which will lead to a reduction of channeling, cracking, and shoving in bituminous surfaces.....	1953	1	-----
46	Soil-Aggregate Mixtures for Highway Pavement.....	Determine the effect of variables influencing the durability, stability and wear resistance of soil-aggregate mixtures.....	1953	3	1, 3
51	Experimental Shoulder Stabilization.....	Develop shoulders which will support good turf and will not rut and erode under normal conditions.....	1948	1	-----
53	Vehicular Speed Regulation.....	Determine and evaluate factors involved in vehicular speed regulation; establish warrants for speed regulation and develop application procedures; and develop methods and devices for obtaining maximum compliance.....	1955	3	1, 2, 3
54	Flood Flows from Small Drainage Areas.....	Provide information that will aid in the scientific design of small drainage structures.....	1955	5	1, 5
57	Development of Bridge-Site Reports.....	Determine hydraulic and hydrologic information useful to bridge designers.....	1955	5	1, 5

NOTE: Agencies taking part in physical research activities:

1. Division of Highways

a. Bureau of Research and Planning

b. Bureau of Construction

c. Bureau of Design

d. Bureau of Materials

e. Bureau of Traffic

f. Highway Districts
2. Federal Bureau of Public Roads

3. University of Illinois

4. Research Council on Riveted and Bolted Joints

5. U. S. Geological Survey

6. For more detailed information of AASHO Road Test and the agencies conducting the project, see page 129 of this section.

Plan work, the preparation of specifications, and acquisition of right-of-way continued through the spring of 1956. The contract for fabricating structural steel for four grade separation structures to carry local traffic over the test road and for two steel I-beam structures on the test road was awarded on May 24, 1956. This was followed by the award of the contract for constructing the two drainage structures on June 11, and for the grade separation structures and grading work on July 19.

The grading work was the major construction operation in 1956. Nearly $1\frac{1}{4}$ million cubic yards of earth were moved. About half of this was placed in the upper three feet of the test embankment where controls were probably stricter than ever before attempted on a large scale for highway embankments. The specifications required that the soil of the upper three feet be carefully selected (all of A-6 group), that the compacted density be controlled between 95 and 100 per cent of standard maximum, and that the moisture content be controlled between plus or minus two per cent of optimum. Only 75,000 cubic yards of earth remained to be moved in the test tangents at the close of the 1956 construction season.

Outside the test loops, grading was brought to within 98 per cent completion, the substructures for the grade separation structures were completed, and the substructures for two of the four test bridges were placed.

Information derived from this project will enable highway administrators on both the Federal and State levels to better understand pavement behavior under various loads and to attain greater service and economy in highway construction.

Summarized information concerning the more important physical research projects is given in Table 37. More detailed data concerning these projects may be found in the "Fifth Annual Summary of the Physical Highway Research Program of Illinois", Bureau of Research and Planning—1956.

VIII. TRAFFIC

1. GENERAL.—Providing for traffic operation on State highways and administering the provisions of the Safety Responsibility Law are duties of the Bureau of Traffic. The work is accomplished by two sections established in the Bureau: (1) Traffic Operations, and (2) Safety Responsibility.

Details of the work performed under each of these sections are given in the following paragraphs and tables.

2. TRAFFIC OPERATIONS.—It is the responsibility of the Traffic Operation Section to purchase the equipment and supplies for the sign and zone marking program; check traffic signal plans and inspect traffic signal installations both on the primary system and on county and city motor fuel tax projects; issue permits for vehicles and loads exceeding the legal maximum in size and weight; and compile accident statistical reports from the safety responsibility files.

Traffic investigations, preparation of signal plans, and maintenance of signs and pavement markings are operations at the district level.

(a) *Highway Signs*.—There were 253,000 signs on the State highways at the end of 1956. Of these 8,000 were newly erected signs, and 86,000 were rehabilitated and replaced during the year.

The State Penitentiary at Pontiac rehabilitated 7,447 signs of which 3,702 were reflectorized. The Penitentiary also sold to the Division 60,466 new signs, of which 16,730 were aluminum and 43,736 were steel. Reflectorization material was applied to 34,658 of these.

The district sign shops were supplied with 133,900 square feet of beaded material for reconditioning signs. Approximately 70,000 signs were rehabilitated in the district sign shops at an average cost of \$1.95 per sign, exclusive of reflectorizing material.

(b) *Pavement Marking*.—Eight modern striping machines were purchased during the year at an average cost of \$17,000. Each of the districts now have available one modern striping machine except districts 2, 8, and 10, which have two machines available each. The new machines have a capacity of 650 gallons of material and are capable of striping simultaneously a centerline of alternate white and black in any pattern desired, and two yellow lines.

Beads are applied to the white and yellow lines. The average cost of application of zone marking was \$11.69 per mile, exclusive of materials.

The following tabulation shows quantities, mileages, and costs of the zone marking program for 1956:

Types of Application	Miles of Traffic Line	Gallons of Material	Pounds of Beads	Total Cost	Cost per Mile ¹
Tar.....	14,745	166,455	-----	² \$114,301.17	\$19.44
White.....	16,057	145,673	699,900	462,873.79	28.83
NPZ Yellow.....	1,518	32,910	161,706	² 76,179.11	61.87
Double Yellow.....	885	41,248	205,768	108,589.65	22.70
Totals.....	33,205	386,286	1,067,374	\$761,943.72	-----

¹ Cost per mile is based on application and material costs as if each line were run separately. Average application is based on \$11.69 per mile.

² Contains only material costs since these lines were marked simultaneously with white lines.

The tar and the white paints were applied as an alternate white-black line with 15 feet of white followed by 25 feet of black with the no-passing zones as needed, all in one run of the machines. For convenience of tabulation the entire cost of this application is included in the white alone.

(c) *Traffic Signals*.—At the close of 1956 there was a total of 1,923 traffic control signals, 165 flashing beacons, and 304 flashing school crossing signals in place on all State highways. The traffic control signals consisted of 1,331 fixed time and 592 actuated signals, most of which were installed in incorporated municipalities by local authorities with motor fuel tax funds.

The following new installations were made with State funds during 1956:

TRAFFIC CONTROL SIGNALS

Ill. 19 and York Road in Bensenville
 US 20 and Addison Road in Addison
 Ill. 64 and Addison Road near Villa Park
 Ill. 55 and Highland Avenue north of Downers Grove
 US 34 and York Road in Hinsdale
 US 66 and Lemont Road north of Lemont
 US 66 and Cook-DuPage Road south of Hinsdale
 US 45, 52 and Brookmont Avenue in Kankakee
 Ill. 88 and Lake Avenue north of Peoria
 Ill. 88 and Glen Avenue north of Peoria
 US 40 and Ill. 49 north of Casey
 Ill. 47, 121 and Locust Street east of Decatur
 Ill. 47, 121 and Division Street east of Decatur
 21st Street and Olive Street east of Decatur
 21st Street and Division Street east of Decatur
 Bypass US 66 and Alt. US 67 near Mitchell
 Alt. US 67 and Milton Road in East Alton
 Alt. US 67 and Ill. 159 in East Alton
 US 66 and Ill. 138 near Mt. Olive
 Illinois 111 and Ill. 159 in Wood River
 US 40 and City US 40 north of Collinsville
 US 66 and Ill. 48 near Raymond

Indiana Avenue and Sibley Boulevard in Dolton
Kedzie Avenue and 115th Street in Merrionette Park
Wolf Road and 31st Street north of Western Springs
Hibbard Road and Lake Avenue in Wilmette
Busse Highway (US 14) and Oakton Street in Park Ridge
135th Street (Ill. 83) and Crawford Avenue near Robbins
Butterfield Road (Ill. 56) and York Road in Elmhurst
Irving Park Road (Ill. 19) and Ruby Street in Schiller Park
175th Street (US 54) and Dixie Highway south of Hazel Crest
DesPlaines River Road and Lawrence Avenue near Schiller Park
55th Street and Wolf Road near Western Springs
55th Street and Willow Springs Road near LaGrange
Archer Avenue (Ill. 4A) and Willow Springs Road in Willow Springs
Dixie Highway and 147th Street in Harvey
So. Oak Park Ave. (Ill. 42A) and 159th Street (US 6) north of Tinley Park
Chicago Road and Sibley Boulevard in Dolton
Halsted Street (Ill. 1) and Ridge Road in Homewood
Torrence Avenue and Dolton Avenue north of Calumet City
Milwaukee Avenue (Ill. 21) and West Lake Avenue north of DesPlaines
Higgins Road (Ill. 72) and Devon Avenue southwest of Park Ridge
Cicero Avenue (Ill. 50) and Pratt Avenue in Lincolnwood
Harlem Avenue (Ill. 42A) and Bloomingdale Avenue in Elmwood Park
North Avenue (Ill. 64) and Natoma Avenue in Oak Park
95th Street (US 12, 20) and Campbell Avenue in Evergreen Park
Western Avenue and 97th Street in Evergreen Park
Lincoln Avenue and Sibley Boulevard east of Dolton
Lincoln Highway (US 30) and State Street in Chicago Heights
First Avenue and Grand Avenue in River Grove
Calumet Expressway and Sauk Trail southeast of Chicago Heights
Rand Road (US 12) and Wolf Road in DesPlaines
Cicero Avenue (Ill. 50) and Lincoln Avenue in Skokie
Cicero Avenue (Ill. 50) and Howard Street in Skokie
DesPlaines River Road and First Avenue Cutoff near River Grove
Fifth Avenue and Chicago Avenue in Maywood
First Avenue and Chicago Avenue in Maywood
Roosevelt Road (Alt. US 30) and DesPlaines Avenue in Forest Park
Joliet Road (US 66) and 71st Street south of Western Springs
96th Avenue (US 45) and 111th Street northwest of Palos Park
Cicero Avenue (Ill. 50) and 115th Street in Alsip
96th Avenue (US 45) and 159th Street (US 6) south of Orland Park
Lincoln Highway (US 30) and Glenwood-Dyer Road east of Chicago Heights
Harlem Avenue (Ill. 42A) and 111th Street in Worth
Touhy Avenue and Lehigh Avenue in Niles

FLASHING BEACONS

Ill. 1 and Ill. 130 near Grayville

US 45 and US 460 near Enfield

Ill. 1 and Main Street in Cave-in-Rock

Archer Avenue (Ill. 4A) and Ill. 83 near Lemont

Contracts were also awarded for the altering of many previously installed signals, because of increased capacity requirements.

The contract for maintenance of traffic signals, lighting systems, and pumping station systems in Districts 1 and 10 for the first year of the biennium, was renewed for the second year. The 1956 contract amounted to \$367,059.45, which was an increase of \$48,077.30 over the original award due to the adding of new installations.

(d) *Permits*.—During 1956 a total of 52,034 special permits were issued for the transportation over State highways of vehicles and loads whose dimensions or weights exceeded the legal maximum. This compares with a total of 53,195 issued during 1955. The decrease was due to the increase in the legal length limit from 45 to 50 feet, and the institution of a policy of issuing 30 day blanket permits to contractors for specific pieces of equipment. Previously a permit valid for 10 days was issued for each movement. The Chicago office issued 7,640 permits, Effingham 11,388, and Springfield 33,006.

(e) *Expenditures and Costs*.—Expenditures and costs are summarized in the following series of tables. Table 38 shows total cash expenditures and costs for traffic operations for 1956; Table 39 compares the 1955 and 1956 costs for traffic operations according to the type of work, exclusive of costs of expressways; Table 40 shows traffic control costs of expressways; and Table 41 shows construction funds expended by authorization during 1956.

(f) *Traffic Accidents*.—Accident information was taken from drivers' reports and distributed as in former years with 1,847 cases called to the attention of district engineers for correcting alleged deficient highways or for apprehending those who damaged highway

TABLE 38.—ANNUAL STATEMENT SHOWING EXPENDITURES AND COSTS DURING 1956 FOR TRAFFIC OPERATIONS.

Accounts	Expenditures	Costs
Direct Charges:		
Upkeep of signs, signals, marking and lighting.....	\$2, 321, 190.71	\$2, 324, 907.16
Administration and Engineering:		
District offices.....	375, 998.27	375, 998.27
Bureau offices.....	131, 156.59	131, 156.59
Subtotal.....	\$2, 828, 345.57	\$2, 832, 062.02
Equipment.....	\$ 153, 448.81	\$ 50, 641.28
Interdepartmental charges.....		
Less Credits.....		23, 456.32
Total.....	\$2, 981, 794.38	\$2, 859, 246.98

¹ Includes actual expenditures for calendar year 1956, less \$27,043.86, December 1955 payroll paid in January 1956, plus \$30,760.31 December 1956 payroll paid in January 1957.

TABLE 39.—COMPARISON OF TRAFFIC OPERATION COSTS FOR 1955 AND 1956.¹

Account	1955 Costs ² for 14,296.73 miles			1956 Costs ² for 14,344.06 miles			Increase or Decrease	
	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Signs-----	\$1,336,221.30	57.19	\$93.46	\$1,437,215.25	52.97	\$100.20	+\$100,993.95	+\$ 6.74
Pavement marking-----	727,691.28	31.15	50.90	958,304.29	35.32	66.81	+230,613.01	+15.91
Highway lighting-----	32,802.93	1.40	2.29	27,989.63	1.03	1.95	-4,813.30	-0.34
Traffic signals-----	239,653.33	10.26	16.76	289,742.44	10.68	20.20	+50,089.11	+3.44
Total costs-----	\$2,336,368.84	100.00	\$163.41	\$2,713,251.61	100.00	\$189.16	+\$376,882.77	+\$25.75

¹ Costs of expressways are not included.
² Costs include administration and engineering expense of district offices and a pro rata share of the central office expense.

TABLE 40.—TRAFFIC OPERATION COSTS FOR 30.63 MILES OF EXPRESSWAYS FOR 1956.

Account	Total Cost	Average Cost Per Mile
Signs.....	\$ 7,582.49	\$ 247.55
Pavement marking.....	17,022.58	555.75
Highway lighting.....	105,073.93	3,430.43
Traffic signals.....	16,316.37	532.69
Total cost.....	\$145,995.37	\$4,766.42

TABLE 41.—FUNDS EXPENDED FOR CONSTRUCTION BY AUTHORIZATION FOR TRAFFIC CONTROL PURPOSES DURING THE CALENDAR YEAR OF 1956.

District	Amount
1.....	\$32,172.74
2.....	40,687.70
3.....	22,333.10
4.....	30,595.62
5.....	24,748.14
6.....	36,081.13
7.....	15,172.79
8.....	44,089.72
9.....	35,258.92
.....	46,756.99
Total.....	\$327,896.85

structures. Accident records were furnished the districts for studying 61 specific locations.

Over 300 sets of State-wide and rural traffic accident statistical summaries were distributed each month. Semiannual lists of accident statistics arranged by county and city were prepared. Special information was collected and disseminated on the following subjects:

Accident Rates at Rural Primary Highway Intersections;

Expressway Accident Summary and Spot Map;

House-trailer Accidents;

Twenty-year City and County Accident Statistics; and

School Bus Accidents

Six issues of the "Highway Bulletin" were distributed at the rate of 128,000 copies per issue.

The number of traffic accidents occurring in cities and rural areas (including towns of less than 2,500 population) is shown in the table below:

NUMBER OF ACCIDENTS

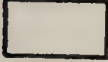


	1955	1956	Per Cent Increase
City of Chicago.....	56,999	57,539	1.0
Other cities.....	42,842	45,161	5.4
Rural areas.....	37,131	38,446	3.5
Total.....	136,972	141,146	3.0

STATE OF ILLINOIS

WILLIAM G. STRATTON, Governor

Department of Public Works
and Buildings ★ Division of
HighwaysILLINOIS MOTOR
VEHICLE DEATHS
YEAR 1956

Legend

-  Indicates Decrease
 Indicates No Change
 Indicates Increase

Figures in each county represent the number of persons killed during the year 1956.

Total killed 2,135

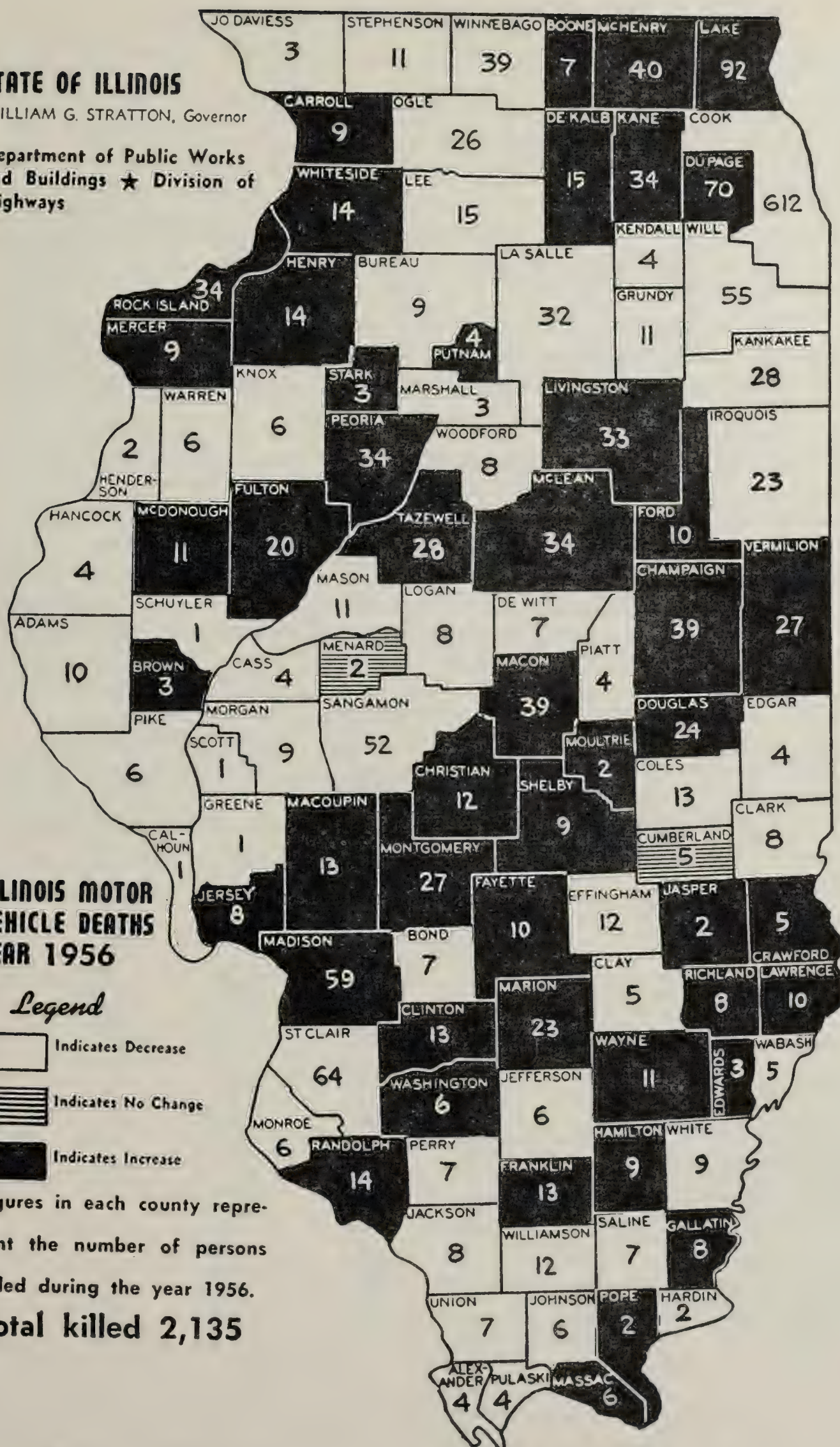


Figure 11.—Deaths caused by motor vehicle accidents in each county during 1956.

Comparative figures for other items of over-all importance follow:

Item	1955	1956	Per Cent Change
Number of traffic fatalities.....	2, 195	2, 135	-2.7
Number of persons injured.....	82, 051	86, 649	+5.6
Amount of motor vehicle travel.....	132, 659	132, 891	+0.7
Travel-death rate.....	6.7	6.5	-3.0

¹ Vehicle miles are based on an average of 12.86 miles per gallon of motor fuel used for 1955, 12.67 for 1956, and shown in millions of miles.

The geographical distribution of fatalities is given in Figure 11. Causes of rural accidents are shown in Table 42 and the type of accident in Table 43. City accident statistics are summarized in Table 44.

3. SAFETY RESPONSIBILITY.—The Safety Responsibility Law requires the drivers and owners of vehicles involved in accidents which result in property damage in excess of \$100 to any one person or in death or personal injury, to file accident reports with the Department of Public Works and Buildings. The Safety Responsibility Section of the Bureau of Traffic receives these reports, determines the financial responsibility status of the owners and operators, and certifies names of those unable to provide proof of financial responsibility to the Secretary of State.

TABLE 42.—CAUSES OF MOTOR VEHICLE ACCIDENTS IN 1956.¹

Apparent Principal Cause of Accident	Total Accidents		Fatal Accidents	
	Number	Per Cent	Number	Per Cent
Too fast for conditions.....	4, 325	15.9	210	23.0
Did not have right-of-way.....	2, 414	8.9	49	5.4
Disregarded driver signal.....	1, 861	6.8	17	1.9
Improper turning.....	1, 771	6.5	29	3.2
On wrong side of road.....	1, 691	6.2	61	6.7
Following too closely.....	1, 672	6.2	1	0.1
Driver confused.....	1, 460	5.4	4	0.4
Improper passing.....	1, 402	5.2	23	2.5
Reckless driving.....	1, 334	4.9	152	16.6
Failed to stop at stop sign.....	1, 207	4.4	59	6.4
Disregarded traffic signal.....	1, 152	4.2	21	2.3
Failed to signal.....	1, 150	4.2	3	0.3
Driver had been drinking.....	1, 109	4.1	84	9.2
Driver asleep or incapacitated.....	934	3.4	53	5.8
Inattention.....	718	2.6	9	1.0
Mechanical defects.....	699	2.6	10	1.1
Puncture or blowout.....	488	1.8	25	2.7
Driver blinded by headlights.....	350	1.3	6	0.7
Miscellaneous.....	350	1.3	11	1.2
Loose animal on highway.....	282	1.0		
Obscure vision.....	270	1.0	10	1.1
Accident due to pedestrian.....	256	1.0	70	7.7
Improper parking.....	160	0.6	5	0.5
Disregarded police or flagman signal.....	71	0.3	1	0.1
Insufficient light.....	40	0.2	1	0.1
Unknown.....	5	0.0		
Total.....	27, 171	100.0	914	100.0

¹ Includes only accidents occurring on US or Illinois numbered routes traversing rural areas and cities having less than 2,500 population.

TABLE 43.—REPORTED MOTOR VEHICLE ACCIDENTS IN 1956 BY TYPES OF COLLISION WITH RESULTING INJURIES AND DEATHS.

Type of Accident	Accidents		Persons Killed		Persons Injured	
	Number	Per Cent	Number	Per Cent	Number	Per Cent
Collision with:						
Pedestrian.....	6,232	4.4	411	19.3	6,084	7.0
Other motor vehicle.....	116,701	82.7	923	43.2	67,798	78.3
Railroad train.....	566	0.4	106	5.0	345	0.4
Street car.....	135	0.1	1	0.0	92	0.1
Animal drawn vehicle.....	19	0.0	2	0.1	11	0.0
Bicycle.....	1,261	0.9	30	1.4	1,275	1.5
Animal.....	417	0.3			132	0.2
Fixed object.....	5,658	4.0	234	11.0	3,473	4.0
Other object.....	1,020	0.7	15	0.7	466	0.5
Overtaken in roadway.....	1,508	1.1	67	3.1	1,233	1.4
Ran off roadway.....	5,075	3.6	271	12.7	3,832	4.4
Other noncollision.....	2,554	1.8	75	3.5	1,908	2.2
Total.....	141,146	100.0	2,135	100.0	86,649	100.0

In 1956, 174,702 motor vehicle accidents were reported. Of these, 33,556 were of less than \$100 property damage and no action was taken, but the remainder were processed for compliance with the Safety Responsibility Law. From these accident cases, the names of 42,690 persons were certified to the Secretary of State to deposit an aggregate amount of \$24,046,045. Of these persons, 12,027 belatedly complied with the law and actions in their cases were rescinded.

A procedure was initiated to supply information to the Secretary of State in connection with his newly adopted policy of maintaining driver case history. For each accident reported, the accident date, location, and drivers' names were furnished.

TABLE 44.—REPORTED TRAFFIC ACCIDENTS IN 1956 IN CITIES OF 5,000 OR MORE POPULATION.

City	Population in 1950	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Alton	32,550	649	2	2	209	304	438
Arlington Heights	8,768	151			43	61	108
Aurora	50,576	904			332	470	572
Batavia	5,838	38			11	16	27
Beardstown	6,080	44			13	13	31
Belleville	32,721	565	3	4	174	264	388
Bellwood	8,746	224			88	149	136
Belvidere	9,422	80	1	1	29	38	50
Benton	7,848	54	3	3	16	21	35
Berwyn	51,280	758	1	1	260	423	497
Bloomington	34,163	613	2	2	211	301	400
Blue Island	17,622	313	5	5	112	168	196
Bradley	5,699	70	1	1	22	40	47
Broadview	5,196	119			43	69	76
Brookfield	15,472	179			57	71	122
Cairo	12,123	100	1	1	26	36	73
Calumet City	15,799	403	5	5	136	222	262
Canton	11,927	109			30	41	79
Carbondale	10,921	114	1	1	39	50	74
Carlinville	5,116	34			16	24	18
Carmi	5,574	63			24	32	39
Centralia	13,863	182			53	74	129
Champaign	39,563	724	5	5	198	257	521
Charleston	9,164	91			25	27	66
Chester	5,389	34			7	9	27
Chicago	3,620,962	57,539	347	360	24,346	35,158	32,846
Chicago Heights	24,551	502	3	3	191	298	308
Cicero	67,544	1,291	7	8	482	699	802
Clinton	5,945	50			14	18	36
Collinsville	11,862	110			38	53	72
Creve Coeur	5,499	55	2	3	20	29	33
Danville	37,864	865	5	6	244	347	616
Decatur	66,269	1,252	8	8	435	605	809
DeKalb	11,708	175	1	1	36	44	138
Des Plaines	14,994	275	1	2	90	143	184
Dixon	11,523	171	1	1	43	54	127
Dolton	5,558	140	3	4	44	78	93
Downers Grove	11,886	188			69	107	119
DuQuoin	7,147	41	1	1	11	17	29
East Alton	7,290	114	2	2	34	52	78
East Moline	13,913	181			52	69	129
East Peoria	8,698	319	1	1	88	114	230
East St. Louis	82,295	1,321	17	18	448	648	856
Edwardsville	8,776	110	2	2	33	55	75
Effingham	6,892	82	1	1	20	27	61
Elgin	44,223	724	5	5	227	313	492
Elmhurst	21,273	328	1	1	116	167	211
Elmwood Park	18,801	285	1	1	111	168	173
Evanston	73,641	990	4	4	323	466	663
Evergreen Park	10,531	269	1	1	110	178	158
Fairfield	5,576	63			21	29	42
Flora	5,255	52			18	27	34
Forest Park	14,969	297	1	1	111	166	185
Franklin Park	8,899	273	3	3	110	167	160
Freeport	22,467	279	1	2	96	130	182
Galesburg	31,425	437	1	1	125	170	311
Geneva	5,139	110			31	39	79
Glencoe	6,980	70			30	53	40
Glen Ellyn	9,524	102			43	76	59
Glenview	6,142	115			47	61	68
Granite City	29,465	399	5	5	129	183	265
Harrisburg	10,999	69	1	1	26	32	42
Harvey	20,683	518	3	5	178	291	337
Herrin	9,331	87	1	1	24	43	62
Highland Park	16,808	369	1	1	140	224	228
Hinsdale	8,676	152	2	2	50	79	100
Hometown	6,697	63			26	43	37
Homewood	5,887	120	2	2	39	64	79
Hoopeston	5,992	54			18	25	36
Jacksonville	20,387	188			61	81	127
Jerseyville	5,792	70	2	4	20	30	48
Joliet	51,601	1,246	12	12	382	550	852
Kankakee	25,856	450	1	1	129	176	320
Kewanee	16,821	119			31	42	88

TABLE 44.—Concluded.

City	Population in 1950	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
LaGrange	12,002	266	1	2	88	128	177
LaGrange Park	6,176	73	1	1	25	39	47
Lake Forest	7,819	121	2	3	37	69	82
Lansing	8,682	154			56	83	98
LaSalle	12,083	136			36	51	100
Lawrenceville	6,328	68	1	1	16	22	51
Libertyville	5,425	69	1	1	24	35	44
Lincoln	14,362	149			50	72	99
Litchfield	7,208	70	2	2	23	46	45
Lombard	9,817	99	2	2	47	70	50
Loves Park	5,366	68			24	36	44
Lyons	6,120	200	1	1	87	148	112
Macomb	10,592	128			28	34	100
Madison	7,963	109	1	1	24	33	84
Marion	10,459	117	4	4	36	53	77
Mattoon	17,547	290			85	127	205
Maywood	27,473	548	3	3	180	268	365
Melrose Park	13,366	462	1	1	184	311	277
Mendota	5,129	48			14	18	34
Metropolis	6,093	47	1	1	12	18	34
Moline	37,397	724	4	4	189	260	531
Monmouth	10,193	98			19	25	79
Morris	6,926	64			16	29	48
Mt. Carmel	8,732	88	1	1	24	33	63
Mt. Vernon	15,600	180	1	1	43	55	136
Murphysboro	9,241	81	1	1	21	29	59
Naperville	7,013	69			26	43	43
Normal	9,772	71			23	33	48
North Chicago	8,628	214	5	5	68	111	141
Oak Lawn	8,751	368	5	5	147	260	216
Oak Park	63,529	1,048	8	10	408	599	632
Olney	8,612	75	1	1	25	35	49
Ottawa	16,957	280	1	1	89	134	190
Pana	6,178	79	1	1	22	29	56
Paris	9,460	122			32	48	90
Park Forest	8,138	84	2	2	35	49	47
Park Ridge	16,602	223	1	1	77	103	145
Pekin	21,858	263			87	128	176
Peoria	111,856	2,033	4	5	647	896	1,382
Peoria Heights	5,425	49			17	24	32
Peru	8,653	84			23	34	61
Pontiac	8,990	68			23	27	45
Princeton	5,765	62			23	33	39
Quincy	41,450	554	7	7	180	232	367
Rantoul	6,387	93	1	4	20	34	72
Riverdale	5,840	137	2	2	43	68	92
River Forest	10,823	288	1	1	111	188	176
Riverside	9,153	122	1	1	34	59	87
Robinson	6,407	46			13	15	33
Rochelle	5,449	66			15	28	51
Rock Falls	7,983	126			41	60	85
Rockford	92,927	1,638	5	5	594	838	1,039
Rock Island	48,710	834	6	8	251	338	577
Salem	6,159	58			17	19	41
Savanna	5,058	49	1	1	12	16	36
Skokie	14,832	792	7	7	301	468	484
Springfield	81,628	1,111	4	4	378	533	729
St. Charles	6,709	117			37	53	80
Sterling	12,817	241	1	1	66	93	174
Streator	16,469	164			36	54	128
Summit	8,957	219	1	1	75	131	143
Sycamore	5,912	66			23	36	43
Taylorville	9,188	114			33	54	81
Urbana	22,834	339	1	1	109	141	229
Vandalia	5,471	65	1	1	21	28	43
Venice	6,226	75			22	32	53
Villa Park	8,821	102	1	1	38	58	63
Washington Park	5,840	22			9	11	13
Waukegan	38,946	611	5	5	216	307	390
West Frankfort	11,384	74			24	37	50
Western Springs	6,364	66	1	1	27	50	38
Wheaton	11,638	148	1	1	52	74	95
Wilmette	18,162	331	3	3	102	159	226
Winnetka	12,105	166			45	69	121
Wood River	10,190	136	1	1	41	58	94
Woodstock	7,192	65	1	1	21	32	43
Zion	8,950	112			35	49	77

IX. MACHINERY

1. GENERAL.—Throughout the year the Bureau of Machinery, under the direction of the Superintendent of Transportation, strived to maintain a high standard of performance in the inspection, service, and repair of all automotive and related equipment assigned to the Division of Highways and to other departments, divisions and commissions of the State Government.

To properly handle the repairing and servicing of the large amount of automotive equipment and machinery operated by the State, 14 highway garages are located at the following strategic points: Elgin, Dixon, Ottawa, Watseka, Peoria, Monmouth, Paris, Champaign, Springfield, Effingham, East St. Louis, Carbondale, Chicago North Side and Chicago South Side. The Bureau of Machinery maintains contact with these garages through the district engineers, garage foremen, and two traveling garage superintendents.

Quality products are purchased on bids taken by the Division of Purchases and Supplies and purchase order numbers are issued to the various vendors who distribute genuine manufacturers' parts and accessories for cars or trucks as designated on their bids.

2. SPECIFICATIONS AND PURCHASES.—The Bureau prepared specifications in accordance with which bids were submitted for furnishing new automotive and other equipment and repair parts and supplies. Such bids were submitted to the State Purchasing Agent who, with the aid of the Bureau, determined which were the lowest and most satisfactory.

The Bureau prepared and distributed to the various departments, divisions, and commissions abstracts of purchase orders with detailed instructions regarding the correct method of ordering and handling parts and supplies. It is the Bureau's obligation to see that delivery is made in accordance with the terms of contract as originally submitted by the various vendors and that the quality of supplies and equipment conforms to bid specifications. Instructions are also issued to vendors stating conditions, terms, and methods of billing required by the State.

The Bureau of Machinery prepared specifications and requisitions and made recommendations to the State Purchasing Agent for the purchase of new equipment and machinery to replace obsolete and worn-out equipment in the State garages.

New pieces of garage equipment were purchased to properly service automotive equipment with automatic devices so that all State-owned cars and trucks would be in safe operating condition.

During the year 996 units of automotive equipment were purchased by the different State departments, consisting of 598 passenger cars, 395 trucks of various types and sizes according to their intended usage, 2 buses, and 1 ambulance. These replaced old and obsolete equipment which had become costly to operate.

3. INVENTORIES.—A perpetual inventory system is used in each of the 14 State garages for all parts and supplies. This system furnishes monthly inventory statements of commodities at cost prices and provides information for designating the charge-out prices.

An accurate record of all parts and supplies is kept in each garage by use of a Kardex system. This provides the garage with information which helps to keep an adequate supply of fast-moving parts in stock at all times and simplifies taking semiannual inventories. Inventories of parts and supplies which are seldom needed are kept at a minimum by transferring between the various garages as required.

4. SERVICES, EQUIPMENT, AND BUILDINGS.—The service rendered by the 14 State highway garages makes a substantial saving of automotive equipment operation costs to all departments. Extra effort was exerted to keep all State-owned cars and trucks in the best operating condition.

Qualified personnel are employed at each garage to maintain the service required by all State departments on automotive equipment and machinery.

(a) *Services.*—The 14 State highway garages are in operation to repair and service any type of automotive equipment for all State departments as well as the Division of Highways. Ten of the garages are located at highway district headquarters and five are at other strategic locations throughout the State. Services at these locations make it possible for the Division of Highways and all other State departments to obtain State-operated garage service convenient in all parts of the State.

Job invoices issued by the garages cover all standard operations such as washing and polishing, battery installation and charging, lubrication, motor tune-up, brake adjusting and relining, tire and tube installations and repairs, wheel balancing, body repairing and fender straightening, official safety inspection, complete motor overhauling, and installation of new motors.

The use of factory repair parts and experienced personnel in all garages helps to provide the prompt and efficient service needed by all State departments in the operation of State-owned cars and trucks.

(b) *Equipment.*—During the year many new pieces of garage equipment were purchased to replace worn-out and obsolete equipment and to meet the demands for properly servicing new type cars and trucks.

Purchase of all major equipment is made from bid specifications prepared by the Bureau and submitted to the Division of Purchases and Supplies. Awards are made to the low bidders.

Inspection of State-owned automotive equipment was made semi-annually in accordance with a policy adopted January 1, 1946. Pas-

senger cars were inspected in January and July and trucks during April and October, to coincide with the semiannual safety check made by the State.

Illinois statutes require that all trucks operating over the highways submit to a safety test at an official testing station twice each year. This test includes checking for proper adjustment of both service and hand brakes and the proper functioning of windshield wipers, rear-view mirrors, horns, and other signal devices. A thorough test is made of the complete equipment to determine whether it conforms with the requirements of the law. Upon the passing and completion of the safety test, an official windshield sticker is furnished each truck which is necessary to obtain the truck license.

(c) *Buildings*.—During the year improvements and enlargements have been made in State highway garages at the following locations: Ottawa, Peoria, Effingham, East St. Louis, and Carbondale.

TABLE 45.—BALANCE SHEET OF STATE GARAGE REVOLVING FUND, DECEMBER 31, 1956.

ASSETS		
Current assets:		
Cash	\$ 124,166.53	
Accounts receivable	199,140.19	
Inventories	598,737.87	
		\$ 922,044.59
Fixed assets:		
Garage machinery and equipment	\$ 257,604.42	
Office equipment.....	32,149.73	
Passenger cars and trucks	38,413.98	
		328,168.13
Total assets		\$ 1,250,212.72
LIABILITIES		
Current liabilities:		
Accounts payable (Vendors)	\$ 34,715.77	
Accrued payrolls	23,501.82	
Long-term debt:		
General Revenue Fund.....		200,000.00
Fixed liabilities:		
Due Division of Highways		
Initial parts inventory (July 1, 1941).....	\$ 44,196.47	
Initial equipment inventory (July 1, 1941).....	155,910.18	
		200,106.65
Total liabilities		\$ 458,324.24
Surplus:		
Earned surplus		791,888.48
Total liabilities and surplus		\$ 1,250,212.72

This will permit more working space and safer working conditions for employees to more adequately service all automotive equipment. A new modern garage building erected at Elgin will increase the amount of service available there and also eliminate the paying of high monthly rentals.

The Bureau of Machinery is investigating the possibility of purchasing building sites where buildings are now being leased. State-owned buildings at these locations would enable the garages to more adequately service State equipment and eliminate costly rentals.

5. STATE GARAGE REVOLVING FUND.—The State Garage Revolving Fund, established by an act of the legislature in 1941, provided working capital for garage operation by an appropriation of \$500,000 from the General Revenue Fund. During 1956, \$300,000 of this loan was repaid from earnings of the State Garage Revolving Fund.

This fund permits the operation of State garages on a business basis comparable to privately-owned garages in the same territory.

Monthly income and expense statements are prepared by the Bureau of Machinery for each garage showing the operating condition, and profit or loss during that period. These statements help to determine the operating efficiency of each garage and indicate when corrective measures are necessary.

6. OPERATING COSTS AND STATISTICS.—The tabulating section of the Bureau prepares monthly cost reports for all passenger cars and trucks. Mileage and operating costs of each vehicle are furnished semiannually in June and December of each year to the respective departments. This information permits the department heads to determine those vehicles that have become costly to operate and should be replaced, and to single out cars and trucks that are being driven excessive mileage.

A summary of the operating costs of automotive equipment used by the Division of Highways during 1956 is shown in Table 46.

DIVISION OF HIGHWAYS

TABLE 46.—SUMMARY OF OPERATING COSTS OF AUTOMOTIVE EQUIPMENT USED BY THE DIVISION OF HIGHWAYS DURING 1956.

PASSENGER CARS			
Total passenger cars.....	581	Total gasoline consumption, gallons	683,490
Total miles traveled	10,567,881	Average mileage per gallon of	
Average mileage per car.....	18,189	gasoline	15.46
Average operation cost per mile..	\$0.0548	Total oil consumption, quarts....	33,202
		Average mileage per quart of oil..	318.3

DETAILS OF PASSENGER CAR OPERATING COSTS

Item Classification	Amount	Average Cost Per Mile	Per Cent of Total Cost
Gasoline.....	\$192,987.26	\$0.0183	33.29
Oil.....	13,315.20	0.0013	2.30
Washing and lubrication.....	10,372.86	0.0010	1.79
Repairs—labor.....	51,130.10	0.0048	8.82
Repairs—parts.....	41,507.15	0.0039	7.16
Tires.....	19,391.26	0.0018	3.34
Tubes.....	1,632.44	0.0001	0.28
Batteries and miscellaneous.....	3,835.64	0.0004	0.66
Antifreeze.....	2,495.64	0.0002	0.43
Storage.....	5,103.82	0.0005	0.88
Depreciation.....	237,967.36	0.0225	41.05
Total.....	\$579,738.73	0.0548	100.00

TRUCKS

Total trucks	1,666	Total gasoline consumption, gallons	2,722,896
Total miles traveled	20,128,209	Average mileage per gallon of	
Average mileage per truck.....	12,082	gasoline	7.39
Average operating cost per mile...	\$0.1153	Total oil consumption, quarts.....	117,238
		Average mileage per quart of oil ..	171.7

DETAILS OF TRUCK OPERATING COSTS

Item Classification	Amount	Average Cost Per Mile	Per Cent of Total Cost
Gasoline.....	\$764,168.20	\$0.0380	32.92
Oil.....	46,762.38	0.0023	2.01
Washing and lubrication.....	33,945.60	0.0017	1.46
Repairs—labor.....	253,721.38	0.0126	10.93
Repairs—parts.....	256,195.32	0.0127	11.04
Tires.....	95,721.20	0.0048	4.12
Tubes.....	6,093.92	0.0003	0.26
Batteries and miscellaneous.....	9,064.16	0.0004	0.39
Antifreeze.....	3,471.31	0.0002	0.15
Storage.....	55,664.09	0.0027	2.40
Depreciation.....	796,740.88	0.0396	34.32
Total.....	\$2,321,548.44	\$0.1153	100.00

X. LOCAL ROADS AND STREETS

1. GENERAL.—The principal function of the Bureau of Local Roads and Streets is to supervise highway and street activities of the counties, municipalities, and townships¹ which involve the use of motor fuel tax funds. Additional duties which have been delegated to this Bureau since 1951 are the supervision and planning of county roads to be improved with Federal-aid secondary funds.

A counterpart of the Bureau is maintained in each of the ten highway districts. The work from the district level deals with the designation of highway and street systems; the location, survey, design, and construction of highway and street improvements; and the maintenance of highways so improved. Contacts with local officials are largely through the district offices. All resolutions, plans, requests, and other documents are first submitted to the district office where they are checked before submittal to the central office for approval. Uniformity of action and correlation of the work of the Bureau and the district offices are accomplished by field engineers from the central office.

2. RECONCILIATION OF FINANCIAL DATA.—A reconciliation is necessary when comparing allotments and balances shown in this section with those given in Section II, Financing of this report. Motor fuel tax which is deposited and accumulates in the State Treasury during the month is allotted during the early part of the following month. The Department of Finance considers the allotments applicable to the month of deposit yet the money is not available for use until the following month. Consequently the December allotment of the Department of Finance is not available for withdrawal by local units until January and for this reason is considered a January allotment by this Bureau. The following statement is a reconciliation of allotments between this section and the data contained in the Section II, Financing.

¹ The references to townships in this section also include road districts, township districts, and county unit road districts.

DIVISION OF HIGHWAYS

COUNTY ALLOTMENTS

(Except Cook)

County allotment shown in Section I, Table 3, and Section II, Figure 5.....	\$15,070,380.22
Less, December 1956 allotment.....	1,349,511.16
	<hr/>
Add, December 1955 allotment	\$13,720,869.06
	1,271,629.79
	<hr/>
County allotment shown in Section X, Table 49.....	\$14,992,498.85

COOK COUNTY ALLOTMENTS

Cook County allotment shown in Section I, Table 3, and Section II, Figure 5.....	\$13,814,515.24
Less, December 1956 allotment	1,237,051.90
	<hr/>
Add, December 1955 allotment	\$12,577,463.34
	1,165,660.65
	<hr/>
Cook County allotment shown in Section X, Table 49.....	\$13,743,123.99

MUNICIPAL ALLOTMENTS

Municipal allotment shown in Section I, Table 4, and Section II, Figure 5.....	\$40,187,680.60
Less, December 1956 allotment	3,598,696.44
	<hr/>
Add, December 1955 allotment	\$36,588,984.16
	3,391,012.79
	<hr/>
Municipal allotment shown in Section X, Table 56.....	\$39,979,996.95

TOWNSHIP ALLOTMENTS

Township allotment shown in Section I, Table 5, and Section II, Figure 5.....	\$12,558,650.18
Less, December 1956 allotment	1,124,592.64
	<hr/>
Add, December 1955 allotment	\$11,434,057.54
	1,059,691.50
	<hr/>
Township allotment shown in Section X, Table 60.....	\$12,493,749.04

The closing balances in the motor fuel tax accounts shown in this section will be equal to those shown in Financing if the net December 1956 allotment shown by Financing is added to the balance given in this section. A reconciliation of balances at December 31, 1956 are shown below.

Item	Down-State Counties	Cook County	Municipalities	Townships
Balance shown in Section X, Local Roads and Streets...	\$10,517,992.42	\$8,357,358.52	\$38,770,413.61	\$13,669,239.88
December 1956 Allotment...	1,349,511.16	1,237,051.90	3,598,696.44	1,124,592.64
				<hr/>
Balance shown in Section II, Financing.....	\$11,867,503.58	\$9,594,410.42	\$42,369,110.05	\$14,793,832.52

3. TABLES.—The tables which follow show State revenue available to the counties, municipalities, and townships; the amounts withdrawn by each unit of government for highway purposes; and the amount of work accomplished with State aids during 1956.

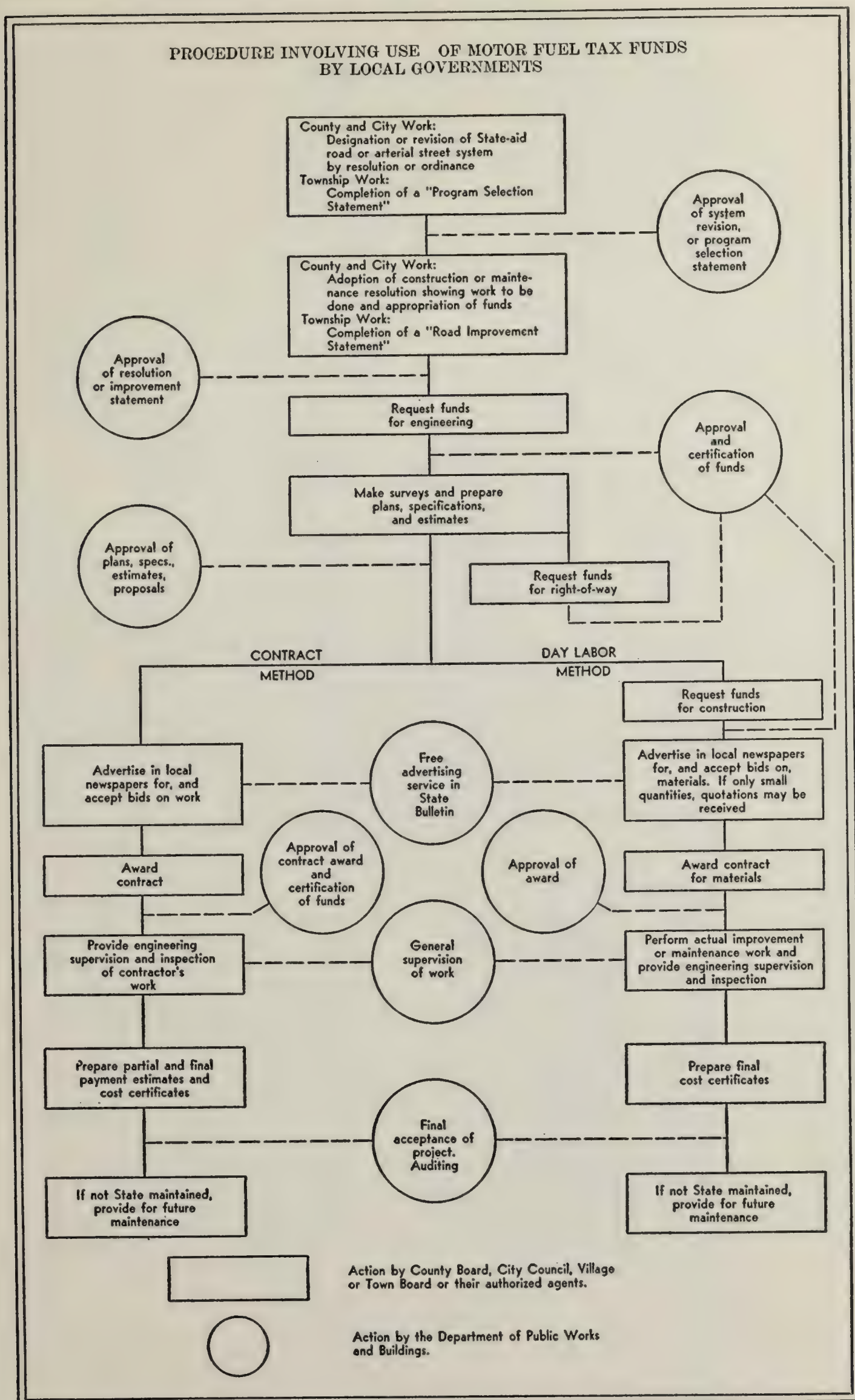


Figure 12.

TABLE 47.—PERMISSIBLE USES OF MOTOR FUEL TAXES BY THE COUNTIES AND LOCAL GOVERNMENTS.

Use of Funds	Counties	Municipalities	Townships
Obligation Retirement	Retirement of bonds issued or other obligations incurred for the construction of State-aid roads under the provisions of Section 15d of the Road and Bridge Laws.	Retirement of indebtedness incurred in the completion of any improvement or maintenance described below, or in payment of engineering costs in connection therewith.	Retirement of indebtedness incurred for construction, reconstruction, or improvement, including engineering, on township roads when made in accordance with Departmental procedures.
	<div>1. Improvement, construction, reconstruction, or widening of State-aid roads and their extensions within incorporated municipalities.</div> <div>2. Improvement, construction, reconstruction of extensions of State-aid roads within the corporate limit of any park district.</div> <div>3. Construction of roads under the provisions of Section 15d of the Road and Bridge Laws.</div>	<div>1. Construction or reconstruction of State highways within the municipality.</div> <div>2. Construction or reconstruction of arterial streets within the municipality or their extensions outside of the municipality.</div> <div>3. Construction of "stop-and-go" lights on arterial streets or thoroughfares.</div> <div>4. Construction or reconstruction of pedestrian subways or overheads on arterial streets or State highways within the municipality.</div> <div>5. Construction of street lighting systems on improved arterial streets or thoroughfares (including State highways and streets or thoroughfares constructed and paid for by special assessments levied under the Local Improvement Act) within the municipality.</div> <div>6. With approval of the Department, construction or reconstruction of streets other than arterial streets or thoroughfares within the municipality—construction and maintenance of such streets not to exceed 25 per cent of the total motor fuel tax allotments to the municipality during the preceding calendar year.</div> <div>7. Construction or reconstruction of storm sewers or combination storm and sanitary sewers (under certain restrictions).</div> <div>8. Construction or reconstruction of extensions to arterial streets or thoroughfares within the corporate limit of any park district whose territorial limits are coterminous with the territorial limit of the municipality.</div>	Construction, reconstruction or improvement of township, road district, or township district roads not located within any city, village, or incorporated town and not a part of the State highway system.
Construction			

Maintenance	<div>1. Maintenance of State-aid roads and their extensions within incorporated municipalities, which have been built under (1) and (3) above.</div> <div>2. Maintenance of Federal-aid secondary roads.</div> <div>3. Maintenance of State-aid roads constructed by the State and paid for wholly or in part with Federal funds.</div> <div>4. Maintenance of roads constructed by the county under Section 15d of the Road and Bridge Laws.</div> <div>5. Maintenance of roads constructed with funds allotted to the county from money collected under the 1927 Motor Fuel Tax Law.</div> <div>6. Maintenance of roads constructed with motor fuel tax funds and later taken into the State-aid System.</div>	<div>1. Maintenance of streets and appurtenances improved with motor fuel tax as shown above.</div> <div>2. Maintenance of Federal-aid secondary roads.</div>	<div>1. Maintenance of roads constructed, reconstructed or improved with motor fuel tax as indicated above.</div> <div>2. Maintenance of township roads, previously State-aid roads, providing such roads were eligible for maintenance with motor fuel tax when under county administration.</div>
Engineering, Administration and Right-of-way	<div>Payment of engineering and right-of-way costs in connection with construction or maintenance performed with motor fuel tax funds.</div>	<div>Payment of engineering and right-of-way costs in connection with construction or maintenance performed with motor fuel tax funds.</div>	<div>1. Payment of engineering and administration costs in connection with construction or maintenance performed with motor fuel tax funds.</div> <div>2. Payment of right-of-way costs in connection with construction or maintenance.</div>
Matching Federal-aid Funds	<div>Payment to the State of not more than 50 per cent of the cost of Federal-aid secondary roads constructed under the Federal-aid Road Act and acts amendatory and supplementary thereto.</div>	<div>Payment to the State, of not more than 50 per cent of the cost of constructing projects on any Federal-aid highway system within incorporated limits of a municipality, for matching Federal funds allotted to the State for construction on such Federal-aid highway system.</div>	
Superhighway Bonds	<div>Payment of principal and interest of bonds issued by Cook County for the construction of superhighways under Sections 56a to 56h of "An Act to revise the law in relation to counties."</div>		
Investigations	<div>Payment for investigations affecting the judicious planning of construction, reconstruction, improvement, and maintenance of highways.</div>	<div>Payment for investigations affecting the judicious planning of construction, reconstruction, improvement, and maintenance of streets.</div>	

TABLE 48.—STATE-AID ROAD MILEAGE, DECEMBER 31, 1956.

County	Class Number	Total Road Mileage	Permissible State-aid Mileage	Designated State-aid Mileage
Adams.....	2	1,558.35	389.59	390.87
Alexander.....	1	370.19	74.04	80.01
Bond.....	1	714.87	142.97	134.19
Boone.....	1	505.70	101.14	100.64
Brown.....	1	500.29	100.06	98.05
Bureau.....	2	1,512.92	378.23	332.82
Calhoun.....	1	334.61	66.92	64.50
Carroll.....	1	738.19	147.64	144.38
Cass.....	1	528.87	105.77	90.80
Champaign.....	2	1,954.23	488.56	424.46
Christian.....	2	1,416.38	354.10	154.34
Clark.....	1	997.81	199.56	198.64
Clay.....	1	938.47	187.69	152.83
Clinton.....	1	806.46	161.29	139.22
Coles.....	2	1,010.45	252.61	222.64
Cook.....	3	1,733.18	1,299.89	867.88
Crawford.....	1	864.40	172.88	158.31
Cumberland.....	1	714.74	142.95	133.20
DeKalb.....	2	1,089.11	272.28	221.05
DeWitt.....	1	759.92	151.98	133.01
Douglas.....	1	815.65	163.13	148.15
DuPage.....	2	1,011.66	252.92	215.65
Edgar.....	2	1,152.50	288.13	207.43
Edwards.....	1	411.84	82.37	62.62
Effingham.....	1	959.24	191.85	174.86
Fayette.....	2	1,384.43	346.11	199.53
Ford.....	1	956.69	191.34	125.90
Franklin.....	1	888.76	177.75	161.53
Fulton.....	2	1,382.27	345.57	250.57
Gallatin.....	1	490.18	98.04	95.53
Greene.....	1	843.35	168.67	172.92
Grundy.....	1	749.35	149.87	142.54
Hamilton.....	1	906.20	181.24	136.78
Hancock.....	2	1,421.44	355.36	227.74
Hardin.....	1	264.48	52.90	42.77
Henderson.....	1	600.07	120.01	97.81
Henry.....	2	1,449.91	362.48	231.92
Iroquois.....	2	2,199.84	549.86	537.40
Jackson.....	2	970.36	242.59	227.14
Jasper.....	1	1,008.23	201.65	183.28
Jefferson.....	2	1,243.32	310.83	273.05
Jersey.....	1	580.18	116.04	113.45
Jo Daviess.....	2	866.30	216.58	171.03
Johnson.....	1	494.94	98.99	77.53
Kane.....	2	975.07	1324.47	317.88
Kankakee.....	2	1,281.42	320.36	303.48
Kendall.....	1	559.33	111.87	105.49
Knox.....	2	1,264.79	316.20	256.36
Lake.....	2	1,139.79	284.95	268.51
LaSalle.....	2	2,135.45	533.86	389.27
Lawrence.....	1	712.39	142.48	130.41
Lee.....	2	1,265.37	316.34	267.08
Livingston.....	2	2,099.20	524.80	437.17
Logan.....	2	1,078.78	269.70	203.85
McDonough.....	2	1,114.08	278.52	237.75
McHenry.....	2	1,243.19	310.80	257.92
McLean.....	2	2,185.49	546.37	476.00
Macon.....	2	1,230.77	307.69	238.71
Macoupin.....	2	1,462.34	365.59	341.52
Madison.....	2	1,446.36	361.59	319.08
Marion.....	2	1,163.62	290.91	251.92
Marshall.....	1	654.85	130.97	125.56
Mason.....	1	869.09	173.82	114.68
Massac.....	1	420.45	84.09	72.59
Menard.....	1	519.12	103.82	89.63
Mercer.....	1	954.24	190.85	184.40
Monroe.....	1	546.97	109.39	105.15
Montgomery.....	2	1,326.87	331.72	243.80
Morgan.....	2	1,002.89	250.72	251.06
Moultrie.....	1	665.65	133.13	81.89
Ogle.....	2	1,354.67	338.67	330.43
Peoria.....	2	1,214.11	2367.26	350.80
Perry.....	1	738.07	147.61	158.15
Piatt.....	1	823.48	164.70	149.86
Pike.....	2	1,337.12	334.28	276.66
Pope.....	1	462.24	92.45	97.66

TABLE 48.—Concluded.

County	Class Number	Total Road Mileage	Permissible State-aid Mileage	Designated State-aid Mileage
Pulaski.....	1	338.03	67.61	71.45
Putnam.....	1	280.83	56.17	52.57
Randolph.....	2	931.36	232.84	192.19
Richland.....	1	793.96	158.79	139.09
Rock Island.....	2	740.13	² 223.88	215.77
St. Clair.....	2	1,263.26	315.82	286.97
Saline.....	1	777.06	155.41	129.61
Sangamon.....	2	1,610.12	402.53	352.20
Schuyler.....	1	740.20	148.04	146.66
Scott.....	1	399.09	79.82	65.03
Shelby.....	2	1,523.91	380.98	232.56
Stark.....	1	533.86	106.77	104.25
Stephenson.....	2	1,101.72	275.43	272.28
Tazewell.....	2	1,137.36	284.34	225.17
Union.....	1	653.23	130.65	116.07
Vermilion.....	2	1,662.10	415.53	374.21
Wabash.....	1	398.03	79.61	76.22
Warren.....	1	1,025.22	205.04	185.10
Washington.....	1	912.52	182.50	167.21
Wayne.....	1	1,396.56	279.31	260.86
White.....	2	1,026.13	256.53	219.91
Whiteside.....	2	1,187.74	296.94	268.01
Will.....	2	1,774.36	443.59	433.37
Williamson.....	2	790.49	197.62	195.34
Winnebago.....	2	1,073.44	³ 392.91	363.23
Woodford.....	1	962.85	192.57	173.41
Total.....		102,381.15	24,667.81	21,272.43

¹ Includes 3 additions of 10 per cent each as authorized by law.² Includes 2 additions of 10 per cent each as authorized by law.³ Includes 4 additions of 10 per cent each as authorized by law.

TABLE 49.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO COUNTIES DURING 1956.

County	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for						Total Disbursed During 1956	Balance on Hand Dec. 31, 1956	
				Construc- tion	FAS Matching	Right-of- way	Engineer- ing	Obligation Retirement	Mainte- nance			Mis- cellaneous
Adams	\$202,146.70	\$227,917.96	\$430,064.66		\$20,052.46	\$ 153.42	\$1,512.02			\$147,629.20	\$169,377.10	\$260,687.56
Alexander	58,551.61	49,121.86	107,673.47		27,540.56	6,685.00	2,800.00			5,085.35	49,350.87	58,322.66
Bond	16,522.16	53,575.94	70,098.10		784.68	4,400.00				42,095.43	52,180.11	17,917.99
Boone	37,292.40	65,948.56	103,240.96		5,737.51					25,000.00	57,891.33	45,319.63
Brown	8,476.14	26,138.94	34,615.08							10,000.00	11,050.00	23,565.08
Bureau	71,158.89	155,649.03	226,807.92		29,363.75	550.18	10,778.23			58,500.00	123,885.45	102,922.47
Calhoun	5,082.74	22,258.21	27,340.95		10,000.00		1—1,000.00			10,856.00	23,856.00	3,484.95
Carroll	73,033.10	80,910.02	153,943.12		8,193.91		2,000.00			38,818.22	49,012.16	104,930.96
Cass	15,700.80	63,795.73	79,496.53		17,903.94	3,342.00				40,000.00	61,245.94	18,250.59
Champaign	118,171.16	309,643.68	427,814.84		136,704.77	6,479.71	1—911.23			4,741.89	214,753.47	213,061.37
Christian	62,655.41	143,230.78	205,886.19				11,993.10			37,423.72	168,655.88	37,230.31
Clark	23,725.03	66,085.94	89,810.97		26,973.68	2,383.25	20,181.27			18,941.28	74,479.48	15,331.49
Clay	132,276.64	75,083.50	207,360.14				7,499.66			49,978.34	60,778.00	146,582.14
Clinton	99,800.93	73,482.56	173,283.49				14,457.81			24,651.34	94,527.73	78,755.76
Coles	25,636.78	161,074.69	186,711.47		5,474.53	3,522.00	8,353.24			1—40.21	171,488.12	15,223.35
Cook	4,651,307.65	13,743,123.99	18,394,431.64		6,569,927.03	49,939.71		3,282,676.42			10,037,073.12	8,357,358.52
Crawford	18,843.22	80,759.68	99,602.90		4,215.23		5,500.00			36,750.00	67,364.23	32,238.67
Cumberland	67,026.89	27,234.21	94,261.10		12,161.41	1,290.47	13,428.89			24,800.02	53,978.87	40,282.23
DeKalb	67,114.30	177,689.07	244,803.37		49,597.29		21,885.27			26,056.77	170,939.33	73,861.04
DeWitt	14,973.13	59,580.25	74,553.38		4,769.23	3,683.08	3,000.00			40,912.96	52,448.54	22,104.84
Douglas	31,964.38	68,457.37	100,421.75		7,996.47	800.00	7,355.81			42,002.22	62,754.50	37,667.25
DuPage	165,401.62	553,030.87	718,432.49		72,355.80	37,810.09	5,163.91	1—242.35		217,885.53	356,644.67	361,787.82
Edgar	78,931.29	92,065.57	170,996.86		29,478.19	5,502.12	6,224.87			19,421.00	66,409.48	104,587.38
Edwards	47,457.32	48,542.77	96,000.09		12,678.64		11,435.09			9,898.11	36,411.84	59,588.25
Effingham	69,422.62	75,199.45	144,622.07		14,322.44					71,808.63	93,931.07	50,691.00
Fayette	112,266.57	78,311.30	190,577.87		27,363.57	7,120.71	6,584.68			40,000.00	103,167.54	87,410.33
Ford	58,619.23	72,514.85	131,134.08		2,710.79		4,500.00			14,524.40	27,873.60	103,260.48
Franklin	123,104.22	107,845.28	230,949.50		17,918.58	4,356.87	18,765.94			95,837.56	136,878.95	94,070.55
Fulton	90,023.85	157,789.76	247,813.61		59,511.01		27,105.54				157,511.01	90,302.60
Gallatin	6,172.81	27,668.27	33,841.08		3,607.29		2,000.00			18,118.89	26,126.18	7,714.90
Greene	58,966.80	65,689.45	124,656.25		13,002.77		8,200.00			17,791.32	41,202.77	83,453.48
Grundy	49,300.37	82,218.42	131,518.79		26,214.66	4,853.42	3,303.58			39,145.08	76,516.74	55,002.05

[illegible]

DIVISION OF HIGHWAYS

TABLE 49.—Concluded.

County	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for						Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Construc- tion	FAS Matching	Right-of- way	Engineer- ing	Obligation Retirement	Mainte- nance	Mis- cellaneous	
Pulaski.....	6,247.81	25,117.93	31,365.74	---	9,487.40	---	1,513.32	---	11,862.80	5,309.65	3,192.57
Putnam.....	21,357.79	21,353.55	42,711.34	---	1,060.38	6,000.00	1,232.38	---	6,687.90	2,766.61	24,964.07
Randolph.....	66,605.43	90,488.80	157,094.23	---	14,043.92	---	---	---	75,204.96	6,796.74	61,048.61
Rockland.....	31,608.60	69,044.02	100,652.62	---	---	---	---	---	74,548.72	5,150.00	20,953.90
Rock Island.....	259,623.78	444,093.46	703,717.24	462,030.52	101,449.29	---	28,421.84	---	55,740.60	---	56,074.99
Saline.....	169,392.90	90,466.04	259,858.94	---	54,533.50	---	14,900.00	---	20,291.39	---	166,030.05
Sangamon.....	215,853.52	487,681.54	703,535.06	60,859.50	42,069.53	70,632.82	54,908.82	---	163,980.22	22,762.46	288,321.71
Schuyler.....	29,208.21	33,952.58	63,160.79	1—.05	19,765.30	---	8,500.00	---	22,658.72	2,400.00	9,836.82
Scott.....	5,373.75	30,779.21	36,152.96	---	1,788.39	---	3,500.00	---	18,874.86	5,083.30	6,906.41
Shelby.....	9,697.33	85,484.76	95,182.09	---	5,244.40	---	6,000.00	---	75,000.00	---	8,937.69
Stark.....	23,079.70	37,045.89	60,125.59	---	6,826.78	---	---	---	20,000.00	---	33,298.81
St. Clair.....	913,808.94	621,490.71	1,535,299.65	235,500.00	145,237.66	9,135.90	41,000.00	---	220,488.36	12,000.00	871,937.73
Stephenson.....	7,359.46	146,374.56	153,734.02	97,742.82	4,905.46	1,464.00	13,197.26	---	31,724.48	---	---
Tazewell.....	94,674.63	291,815.91	386,490.54	348,869.89	13,783.75	12,836.90	11,000.00	---	---	---	---
Union.....	28,039.11	64,512.10	92,551.21	---	6,229.11	300.00	4,000.00	---	---	---	---
Vermilion.....	---	310,567.89	310,567.89	79,546.57	123,873.82	---	15,006.90	---	18,325.46	7,663.13	56,033.51
Wabash.....	49,260.04	66,371.93	115,631.97	28,052.67	4,164.92	---	6,430.28	---	---	4,103.35	88,037.25
Warren.....	47,067.39	86,688.13	133,755.52	6,853.95	4,547.54	810.30	5,648.20	---	11,519.88	6,078.40	58,575.52
Washington.....	83,696.31	52,066.43	135,762.74	---	18,747.37	---	---	---	35,561.39	1,968.71	79,175.73
Wayne.....	77,700.69	79,258.29	156,958.98	---	18,963.10	---	1,816.80	---	16,659.91	3,200.00	97,155.46
White.....	156,820.89	94,065.97	250,886.86	---	9,032.17	---	9,800.00	---	37,339.81	---	98,839.27
Whiteside.....	266,657.05	217,087.11	483,744.16	166,484.22	46,113.25	18,355.56	7,650.00	---	16,667.40	7,000.00	208,387.29
Will.....	135,913.15	533,409.27	669,322.42	212,839.09	36,548.19	20,255.00	27,489.59	---	53,256.63	7,000.00	184,884.50
Williamson.....	171,692.54	125,685.48	297,378.02	---	---	4,990.00	15,570.00	---	69,500.00	21,586.35	281,104.20
Winnebago.....	99,426.55	556,127.92	655,554.47	339,563.35	34,054.21	19,445.75	1—4,503.27	---	76,689.50	7,200.00	192,928.52
Woodford.....	12,536.75	93,880.38	106,417.13	---	1,679.28	---	6,711.04	---	---	21,931.38	245,063.05
Total.....	\$14,755,202.72	\$28,735,622.84	\$43,490,825.56	\$11,517,717.09	\$2,544,226.08	\$537,298.29	\$1,031,231.19	\$3,289,184.07	\$5,009,130.43	\$2,686,687.47	\$24,615,474.62
											\$18,875,350.94

¹ Transferred from funds certified prior to 1956.

² Includes \$25,549.09 disbursed to Cook County for Treasurer's Fees.

TABLE 50.—STATUS OF FEDERAL-AID SECONDARY ALLOTMENTS AUTHORIZED BY THE FEDERAL-AID HIGHWAY ACTS OF 1950, 1952, 1954, AND 1956 BY COUNTIES, DECEMBER 31, 1956.¹

County	1950 Act					1952 Act					1954 Act					1956 Act				
	Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Completed ²	Construction Completed and Accepted	Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Completed ²	Construction Completed and Accepted	Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Completed ²	Construction Completed and Accepted	Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Completed ²	Construction Completed and Accepted
Adams	\$110,467.00			\$ 76,145.36	\$ 34,321.64	\$128,038.00			\$ 41,521.00	\$128,038.00	\$169,819.00	\$ 89,997.20		\$ 66,100.00	\$13,721.80	\$ 89,860.00	\$ 89,860.00			
Alexander	35,689.00			11,775.23	23,913.77	41,521.00			58,063.17		55,093.00	24,639.23		30,453.77		29,257.00	29,257.00			
Bond	57,783.00					67,225.00		\$ 9,161.83			89,199.00	34,155.33	\$ 55,043.67			47,368.00	47,368.00			
Bowie	41,637.00		\$2,777.78		38,859.22	48,441.00	\$ 1,218.78	47,222.22			64,276.00	64,276.00				34,133.00	34,133.00			
Brown	42,487.00			42,487.00		49,909.00	35,396.00	10,000.00	4,513.00		64,879.00	64,879.00				34,133.00	34,133.00			
Bureau	57,246.61			1,236.23	56,010.28	130,427.00		33,563.23	102,863.77		181,022.00	69,585.23	111,436.77			96,129.00	96,129.00			
Calhoun	27,091.68				27,091.68	40,553.00	40,553.00				3,782.00	51,782.00				29,257.00	29,257.00			
Carroll	37,747.32				62,031.00	72,167.00		2,548.64	48,821.83	69,618.36	95,758.00	11,449.83	95,758.00			50,851.00	38,312.00	\$ 50,851.00		
Cass	62,031.00			30,478.17	6,580.62	54,372.00		5,550.17			72,147.00	57,697.17				38,312.00				
Chapin	39,677.21				139,358.00	163,118.00			62,020.55	101,097.45	217,149.00		19,271.55	197,877.45		114,937.00	62,142.49	114,937.00		
Cherokee	139,358.00			71,392.49	28,027.51	115,665.00			115,665.00		154,184.00	110,391.49	43,792.51			81,501.00	62,142.49	114,937.00		
Chickasaw	99,420.00			46,350.00	24,271.87	86,008.00			86,008.00		114,122.00	410.00				1,967.00	29,312.00	1,967.00		
Clark	70,621.87				65,430.00	77,110.00			73,319.14	3,790.86	101,608.00	7,927.14				3,467.00	9,485.00	3,467.00		
Clay	53,306.13				23,481.08	86,008.00			86,008.00		114,122.00		107,866.92			60,634.00	7,053.12	60,634.00		
Clinton	70,529.00			50,446.92	70,529.00	81,573.00		52,826.09	95,954.00	28,746.91	108,876.00	16,702.09	92,173.91			2,416.00	2,416.00	2,416.00		
Cole	30,478.17				322,053.00	373,209.00	277,255.00		95,954.00		496,552.00	496,552.00				2,416.00	2,416.00	2,416.00		
Cook	322,053.00			11,160.39	53,420.61	75,134.00		10,794.39	64,339.61		99,694.00	50,488.39	49,205.61			13,188.00		13,188.00		
Crawford	64,581.00				15,373.39	61,293.00			61,293.00		81,329.00					60,634.00		60,634.00		
Cumbehlated	53,534.00			38,160.61	87,524.00	101,820.00			34,677.21	67,148.79	135,111.00		15,240.98	119,870.02		71,748.00	7,988.98	63,759.02		
De Kalb	87,524.00				66,236.00	66,236.00		28,414.33	3,571.67		87,888.00					46,072.00		46,072.00		
De Witt	56,933.00				64,581.00	75,134.00			8,590.65		99,694.00		67,884.65	31,809.35		91,010.00		91,010.00		
Douglas	64,581.00				112,166.00	131,512.00			32,717.24		175,776.00				2,637.30	65,480.00	11,147.70	51,332.30		
DuPage	112,166.00				13,715.02	92,928.00			75,439.02		17,488.98		120,667.70			30,650.00		8,705.79	21,911.21	
Edwards	70,876.00			60,160.98	37,389.00	43,498.00					57,717.00			41,750.00		56,424.00	56,424.00			
Edwards	37,389.00										106,253.00	64,503.00								
Ethelpham	308,829.00				95,171.00	110,213.00			83,544.33	26,668.67	145,605.00		105,319.33	40,255.67		77,322.00	72,671.33	4,640.67		
Fayette	95,171.00			4,625.92	65,053.08	81,065.00			81,065.00		108,273.00	71,576.37		36,696.63		57,817.00	57,817.00			
Ford	69,679.00			63,009.76	13,349.75	92,928.00		25,128.00	67,800.00		123,305.00	60,433.00	62,872.00			65,480.00	65,480.00			
Franklin	76,359.51																			
Fulton	33,516.49								118,061.89	14,409.11	175,776.00		51,337.89	124,438.11		93,343.00	82,180.89	11,162.11		
Gallatin	113,016.00			45,936.00	113,016.00	132,471.00		24,081.97	82,035.55	28,314.03	69,523.00	66,104.97		3,418.03		36,919.00	36,919.00			
Greene	45,036.00				73,078.00	85,019.00			41,464.70	2,980.45	112,811.00			112,811.00		48,065.00		48,065.00		
Grundy	73,078.00				58,632.00	68,213.00				26,748.30	90,511.00		23,875.70	66,635.30		52,241.00	52,241.00			
Hamilton	58,632.00				374,145.00						98,382.00	98,382.00				86,377.00	86,377.00			
Hancock	362,881.00				123,545.00			81,595.00	41,950.00		162,657.00	125,252.00	37,405.00							
Hancock	107,068.00				30,591.00	36,099.00	7,830.24			28,268.76	47,825.00	47,825.00				25,077.00	25,077.00			
Hardin	30,591.00				46,268.52	57,339.00			57,339.00		76,081.00					40,402.00		40,402.00		
Henderson	49,285.00		3,016.48		96,211.99	130,495.00			130,495.00		173,152.00		119,301.01	53,850.99		91,950.00		91,950.00		
Henry	111,316.00			15,104.01	146,156.00	171,028.00			157,643.85	13,384.15	227,643.00	145,821.85		81,821.15		121,207.00	121,207.00			
Hopkins	146,156.00				90,922.00			35,718.95	55,203.05		119,369.00	75,000.00				63,300.00	61,477.95	1,912.05		
Jackson	79,876.00			54,696.95	23,179.05	379,888.00			46,800.00		104,941.00	29,941.00	75,000.00			55,727.00	55,727.00			
Jefferson	367,980.00				99,848.00	93,407.00	10,548.00	42,500.00	46,800.00		132,487.00	132,487.00				40,402.00	40,402.00			
Jersey	387,524.00				49,285.00	57,339.00	3,003.78		45,250.00	9,085.22	76,081.00	76,081.00				70,356.00	70,356.00			
Johnson	49,285.00				60,015.77	93,407.00			93,407.00		123,305.00		10,572.23	112,732.77		64,783.00	td			

DIVISION OF HIGHWAYS

TABLE 51.—DETAILED TABULATION OF FEDERAD-AID SECONDARY CONTRACTS AWARDED DURING 1956.

County	FAS Route No.	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Adams	1589	17G	Ill. 61, south to north limits of Camp Point	6.077	Ty. B	20	\$ 92,973.91
Alexander	946	31Q	Ill. 3 at Olive Branch, south	3.645	A-3 bit. surf. treat., grad. & base	20	106,674.75
Bond	779	25B	1 mi. north of Pocahontas, northerly	0.828	Ty. B, grad. & bridge	18	42,113.22
Bond	782	26B	2.6 mi. south of Mulberry Grove, south	0.527	Ty. B, grad. & bridge	18	36,431.40
Boone	42	K-W	Ill. 173, 1 mi. west of Poplar Grove, north	8.895	PCC wid.	2@2 & var.	193,394.36
Boone	42	K-RS	Ill. 173, 1 mi. west of Poplar Grove, north	8.895	I-11 bit. conc. surf.	22	121,248.50
Bureau	247	31-4Q	Stark County, east to FAS 188	2.883	A-3 bit. surf. treat. & base	22	51,362.49
Cass	575	16Q	½ mi. west of Menard County, west	2.017	A-3 bit. surf. treat., grad. & base	22	50,752.54
Cass	575	17B	Menard-Cass County line, southwest	0.425	Ty. B, grad. & bridge	22	56,442.02
Champaign	525	48Q	SA 13 in Broadlands, west	3.754	I-11 Bit. conc. surf., grad. & PCC wid.	20	205,952.90
Champaign	528	101FL	1 mi. north of Tolono	5.142	FL & gates at IC RR	--	16,796.00
Champaign	528	101Q	US 45, 1 mi. north of Tolono, north	11.603	I-11 bit. conc. surf., grad. & PCC wid.	20	252,180.25
Christian	645	29G	Montgomery County line, northerly	0.701	A-2 bit. surf. treat. & base	22	273,803.00
Clark	688	50-1G	1.66 mi. east of Ill. 49, east	8.751	Ty. B, grad. & bridge	18	57,565.58
Clark	688	200Q	SA 6, southeast to Penna. RR	0.085	A-3 bit. surf. treat., grad., base & bridge	20	273,598.47
Clay	719	25B	Little Wabash River, northwest of Louisville	1.015	Bridge	--	139,578.55
Clay	719	25F	Little Wabash River, northwest of Louisville	2.668	Bridge fabrication	18	64,986.58
Clay	719	25G	Little Wabash River, northwest of Louisville	4.081	Ty. B & grad.	18	45,343.88
Clinton	1782	22Q	½ mi. north of Stolltown, south & west	0.014	A-3 bit. surf. treat., grad. & base	18	288,030.53
Cumberland	702	28Q	Ill. 49 westerly	4.511	Bridge	--	167,296.71
DeKalb	172	43B	Indian Creek, 6 mi. south of Shabbona	2.157	Gr. or cr. st. & base	22	35,179.45
DeKalb	172	43G	Ill. 23, west	2.157	A-3 bit. surf. treat., grad. & SC base	18	115,259.60
DeWitt	543	17Q	3 mi. east of Wapella, east	0.436	Ty. B, grad. & bridge	18	62,330.77
Douglas	665	16B	2½ mi. south of Ill. 121	2.438	Ty. B, grad. & bridge	18	73,558.19
DuPage	1149	142Q	Ill. 83, 1 mi. south of Hinsdale, west	2.160	B-4 bit. surf.	20	42,798.58
DuPage	147	149G	FAS 148, 1 mi. north of Wood Dale, easterly	1.287	Gr. or cr. st. & grad.	22	85,980.98
DuPage	1147	158G	Ill. 83, 2 mi. south of Hinsdale, southwest	2.496	Gr. or cr. st. & grad.	22	49,726.20
Edgar	678	11Q	US 150, north	3.004	A-3 bit. surf. treat. & SC base	18	43,809.62
Edgar	679	13-4Q	SA 9, west	2.886	A-3 bit. surf. treat., grad. base & bridge	20	106,193.47
Edwards	813	18Q	Ill. 130, east to Bone Gap	3.327	A-3 bit. surf. treat. & SC base	20	64,762.76
Ford	341	16-2FL	½ mi. south of Sibley	0.203	FL at Wabash RR	--	8,590.00
Ford	341	17Q	US 54 at Melvin, east	0.203	A-3 bit. surf. treat. & base	20	31,937.65
Ford	353	28B	3 mi. north of Piper City	2.587	Ty. A & bridge	20	45,336.07
Franklin	1873	54Q	FAS 876 at Freemanspur east & north	5.545	A-3 bit. surf. treat., grad. & base	20	123,287.98
Fulton	1456	48G	Ill. 9, 4 mi. north of Cuba, northerly	2.390	Ty. B, grad. & 2 bridges	20	255,199.14
Fulton	392	53Q	1½ mi. east of Canton, easterly & northerly	8.220	A-3 bit. surf. treat., grad., base & bridge	20	186,404.54
Greene	731	4Q	East limits of Roodhouse, east	0.112	A-3 bit. surf. treat. & base	20	298,851.85
Grundy	272	20B	0.5 mi. east of Mazon	1.491	A-3 bit. surf. treat., grad., base & bridge	20	38,885.90
Grundy	272	35Q	1 mi. east of Mazon	2.986	A-3 bit. surf. treat.	20	7,964.40
Grundy	1285	36G	Grundy-Livingston County line, north		Ty. B & grad.	20	54,548.06

Hancock	421	42G	Warsaw, south	1.894	Ty. B, grad. & bridge	78, 241.26
Henderson	216	31-2Q	Ill. 164, 1/2 mi. east of Oquawka, north	5.138	A-3 bit. surf. treat., grad. & base	149, 922.70
Henry	1231	21B	5 mi. south of Atkinson	0.023	Bridge	33, 292.82
Henry	229	34G	Ill. 78 at Kewanee, west & south	6.150	Grad. & gr. wid.	86, 164.10
Henry	231, 1235	35SC	Geneseo, north & east	3.954	Grad. & SC wid.	56, 954.35
Henry	1230	37G	Cambridge, northwesterly	3.582	Ty. B	87, 238.97
Henry	1228	38G	US 6, 2 mi. southwest of Green Rock, south	2.966	Ty. B, grad. & bridge	99, 363.66
Iroquois	321	59XB	4 1/2 mi. west of Clifton	0.038	PCC pavement, grad. & bridge	35, 031.85
Iroquois	333	98FL	TP & W RR at LaHogue	0.030	Crossing work at TP & W RR	6, 570.75
Iroquois	1323	125-B3	5 mi. west of Clifton	1.549	Ty. B & bridge	12, 868.15
Iroquois	1328	193Q	Ill. 1 near Pittwood, east	3.651	A-3 bit. surf. treat., grad., base & FL at C & EI	40, 381.34
Iroquois	329	194Q	Ill. 49 at Cissna Park, east	4.039	A-3 bit. surf. treat. wid., grad. & base	74, 794.75
Iroquois	319	195Q	Kankakee County line, south	4.000	A-3 bit. surf. treat. wid., grad. & base	58, 797.00
Iroquois	1321, 320	196Q	South limits of Beaverville, south	0.136	A-3 bit. surf. treat. wid., grad. & SC base	37, 935.83
Iroquois	322	196Q	Within Beaverville	2.285	A-3 bit. surf. treat. wid., grad. & base	1, 339.07
Iroquois	329	197Q	Ill. 49 at Cissna Park, east	1.955	A-3 bit. surf. treat. wid., grad. & base	30, 494.00
Iroquois	332	198Q	IC RR in Danforth, west	1.014	A-3 bit. surf. treat. wid., grad. & base	37, 314.36
Iroquois	332	199Q	US 45 at Danforth, east	0.008	FL & gates at IC RR	18, 283.15
Jackson	922	14FL	In Village of DeSoto	2.334	Bridge	23, 120.00
Jefferson	828	78B	Puncheon Creek, 5 mi. west of Waltonville	4.850	Ty. B	14, 971.66
Jefferson	828	78G	3 1/2 mi. west of Waltonville, west	3.784	Ty. B & grad.	70, 256.07
Jersey	746	22G	US 67, 1/2 mi. north of Medora, west	3.890	A-3 bit. surf. treat., grad. & base	82, 353.45
Johnson	927	(3-6-15)Q	US 45, 8 mi. northeast of Vienna, northeasterly	1.142	B-4 bit. surf.	123, 241.75
Kane	1110	161Q	Alternate US 30, south	1.202	Gr. or cr. st. & grad.	44, 589.75
Kane	1110	171G	SA 53, 1/4 mi. west of St. Charles, north	0.999	A-3 bit. surf. treat. wid., grad. & base	57, 663.64
Kane	1110	173G	US 20, 1 1/2 mi. west of Elgin, north	0.257	B-4 bit. surf.	73, 958.00
Kankakee	1312	29Q	Ill. 1, 2 mi. north of St. Anne, east	1.747	B-4 bit. surf.	7, 627.32
Kankakee	293	42Q	Main St. in Essex, south to corporate limits	1.402	B-4 bit. surf., grad. & base	3, 209.98
Kankakee	1301	42Q	Main St. in Essex, north to Will County	0.054	A-3 bit. surf. treat., grad. & base	47, 633.17
Kankakee	1311	69Q	1 mi. east of Aroma Park, north	4.062	A-3 bit. surf. treat., base & 2 bridges	19, 752.10
Kankakee	318	73B	0.1 mi. & 1 mi. east of Reddick	0.955	A-3 bit. surf. treat., grad. & base	30, 061.10
Kankakee	316	107Q	Ill. 115, 5 mi. east of Herscher, south	4.255	A-3 bit. surf. treat., grad. & base	76, 763.03
Kankakee	1319	110Q	1/4 mi. east of St. Anne, south & east	0.007	Bridge	27, 905.50
Kankakee	1305	111Q	US 54, 1 mi. north of Bradley, east	0.002	Culvert	75, 783.80
Knox	393	1B	Mud Creek, 2 mi. east of Altona	0.568	Ty. B, grad. & bridge	14, 701.40
Knox	393	1-1B	1/2 mi. east of Altona	6.081	FL & gates at CB&Q RR	7, 074.72
Knox	1394	65B	Middle Creek, 4 mi. east of Galesburg	1.337	A-3 bit. surf. treat., grad. & base	27, 458.50
Knox	399	65FL	4 1/2 mi. south of Galesburg	0.988	A-3 bit. surf. treat., grad. & base	26, 684.77
Knox	399	65Q	Ill. 41, east 2 1/2 mi. & FAS 397, west 3 1/2 mi.	3.744	I-11 bit. conc. surf.	146, 436.37
Knox	402	70Q	US 105, east to Henderson	2.037	Ty. A & grad.	60, 992.31
Lake	1001	89Q	FAS 2, 1/2 mi. south of Zion, north	5.516	Ty. B & grad.	15, 371.30
Lake	1016	110G	US 45, east	3.818	B-4 bit. surf.	113, 157.50
LaSalle	174	Q-1G	Prairie Center, north	0.375	Ty. B, grad. & bridge	40, 613.20
LaSalle	174	Q-1Q	2 mi. north of Prairie Center, north	5.910	Ty. B, grad. & bridge	72, 377.57
LaSalle	260	41G	Troy Grove, southerly	0.416	B-3 bit. surf., grad. & base	204, 159.75
LaSalle	268	57Q	Ill. 18, 4 mi. east of Streator, north	0.199	Ty. B & grad.	44, 769.56
LaSalle	256	68G	Triumph, west	0.144	A-3 bit. surf. treat., grad. & base	7, 655.67
LaSalle	270	68G	Mendota, east & south to FAS 256	0.982	A-3 bit. surf. treat., grad. & base	148, 173.22
Lawrence	804	40Q	US 50, north	2.010	A-3 bit. surf. treat., grad. & base	18, 341.00
Lee	188	61B	1 1/2 mi. north of Bureau County	0.199	A-3 bit. surf. treat., grad. & base	59, 712.20
Lee	188	62B	1/2 mi. north of Bureau County	0.144	A-3 bit. surf. treat., grad. & base	23, 945.55
Lee	179	66Q	US 30, 4 1/2 mi. north of West Brooklyn, north	0.982	A-3 bit. surf. treat., grad. & base	38, 283.85
Lee	181	67Q	SA 2B, 2 1/2 mi. south of Ashton, west	2.010	A-3 bit. surf. treat., grad. & base	69, 574.02

DIVISION OF HIGHWAYS

TABLE 51.—Continued.

County	FAS Route No.	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Livingston	343	58G	Campus, north to Ill. 17	4.459	Ty. A	10	29,326.12
Livingston	350	61B	1 mi. north of Chenoa	0.012	Bridge	--	18,919.50
Livingston	336	85Q	County line west of Kempton, west	2.998	A-3 bit. surf. treat.	20	15,891.86
Livingston	356	98B	5 mi. northeast of Gridley	0.008	Bridge	--	20,146.10
Livingston	356	98G	4 mi. east of Gridley, north	1.015	Ty. A	20	13,104.00
Livingston	346	146G-1	Ill. 116, north to Odell	7.469	Ty. A	20	94,638.00
Livingston	346	146Q	½ mi. north of Fairbury, north	9.424	A-3 bit. surf. treat.	20	37,005.02
Livingston	345	147Q	1 mi. north of Odell, north	4.791	A-3 bit. surf. treat.	20	19,643.16
Livingston	354	148Q	Graymont, north	5.030	A-3 bit. surf. treat.	20	19,906.78
Livingston	355	155Q-1	1 mi. east of Long Point, north	1.631	A-3 bit. surf. treat.	20	7,149.84
Livingston	342	156G-1	¾ mi. south of Chatsworth, southerly	4.326	Ty. A wid.	10, 20 & var.	31,090.00
Logan	557	20B-1	2 mi. northwest of Latham	0.024	Bridge	--	37,894.10
Logan	559	31-3G	Eminence-E. Lincoln Township line, north	2.368	Ty. B & grad.	22	47,163.00
Logan	557	42Q	Atlanta, east	1.300	A-3 bit. surf. treat., grad. & base	20	234,746.99
Logan	565	43Q	2 mi. south of Middletown, north (includes Menard 15Q)				
Logan	573	43Q	GM&O RR in Middletown, east	2.386	A-3 bit. surf. treat., grad. & base	20	241,829.39
Logan	557	45Q	North edge of Chestnut, north	0.561	A-3 bit. surf. treat., grad. & base	20	211,749.10
Logan	557	47G	SA 5, 1½ mi. south of Beason, south	1.675	A-3 bit. surf. treat.	20	7,347.73
McDonough	1436	45-1B	Farmers Fork, ¾ mi. south of Scottsburg	2.866	Ty. B & grad.	22	52,898.63
McDonough	1439	50B	1 mi. north of Colchester	0.284	Ty. B & bridge	18	43,391.32
McHenry	35	11Q	Huntley to Kane County	0.309	A-3 bit. surf. treat., grad., base & bridge	22	1149,559.00
McHenry	26	33Q	1 mi. south of Alden, southeasterly	1.932	B-4 bit. surf.	19½	26,386.10
McHenry	27	41FL	3 mi. southeast of Harvard	7.515	B-4 bit. surf.	20	91,072.50
McHenry	31	45G	10½ mi. west of Woodstock, west		FL & gates at C&NW Ry.	--	21,224.00
McHenry	26	46G	Ill. 47, 2 mi. north of Woodstock, easterly	2.124	Ty. B, grad. & bridge	20	51,434.10
McLean	472	LQ	US 66, west	2.579	Ty. A & grad.	20	54,692.00
McLean	472	MG-1	2½ mi. west of Hudson, north & west	4.400	A-3 bit. surf. treat.	20	19,196.24
McLean	355	YB	5 mi. south of Gridley	3.037	Ty. B	22	20,655.00
McLean	1469	YQ	US 24, south & east	0.720	Grad. & bridge	32, 40 & var.	174,586.66
McLean	1478	36G	US 51, east to US 150	6.257	A-3 bit. surf. treat.	20	30,729.85
McLean	483	59Q	Ill. 119, east of McLean, south	3.835	Ty. B	23	32,602.50
McLean	1475	62Q	½ mi. north of Holder, west	2.032	A-3 bit. surf. treat.	20	9,831.84
McLean	487	63Q	½ mi. south of Ellsworth, west	5.017	A-3 bit. surf. treat.	18	21,763.44
McLean	360	65Q	1 mi. west of Danvers, northerly	2.500	A-3 bit. surf. treat.	20	13,593.92
McLean	490	66Q	2½ mi. south of Anchor, west	2.389	A-3 bit. surf. treat.	20	12,350.60
McLean	1479	67Q	3 mi. west of Shirley, west	4.062	A-3 bit. surf. treat.	20	20,900.15
McLean	491	69G	½ mi. north of Sabina, north	1.705	A-3 bit. surf. treat.	20	8,556.48
McLean	495	70G	Piatt County line, north	2.478	Ty. B	23	15,086.54
McLean	472	72A	5 mi. west of Hudson, west	1.004	Ty. B	22	10,256.40
McLean	472	72G	5 mi. west of Hudson, west	2.248	Grad.	32	41,411.05
McLean	472			2.248	Ty. B	23	19,206.28

Macon	550	22G, FL	Ill. 48, south	2,958	Ty. B, grad. & FL at IC RR	26	131,432.60
Macon	550	22Q	Ill. 48, south	2,958	B-2 bit. surf.	24	69,570.08
Macoupin	728	(2-1, 2-2)RS	Ill. 138 in Mt. Olive, west & north	3,431	I-11 bit. conc. surf. & grad.	22 & var.	179,920.60
Macoupin	728	(2-1, 2-2)W	Ill. 138 in Mt. Olive, west & north	3,431	PCC wid.	2@2 & var.	118,750.85
Macoupin	616	23Q	Morgan-Macoupin County line, south	2,469	A-3 bit. surf. treat., grad., base & bridge	18	231,785.79
Madison	772	104	Ill. 111 to US 40	1,783	PCC pavement & grad.	22	281,961.79
Marshall	188	27Q	Ill. 17, north	3,014	A-3 bit. surf. treat. & base	20	25,989.54
Marshall	249	31Q	FAS 372, south	2,515	A-3 bit. surf. treat. & base	20	81,745.51
Massac	937	(26-21)Q	1/2 mi. northwest of Joppa, north & west	2,987	A-3 bit. surf. treat., grad. & SC base	20	61,866.75
Menard	573	13Q	GM&O RR in Greenview		Crossing work at GM&O RR	--	2,574.19
Menard	565	15Q	2 mi. south of Middletown, north (See Logan 43Q)			--	
Mercer	1215	49G	US 67, 1/4 mi. north of Baden, westerly	2,821	Ty. B & grad.	18	40,886.33
Mercer	1217	50G	North Henderson, north	3,035	Ty. B & grad.	18	83,490.45
Mercer	216	51Q	Keithsburg, south	1,764	A-3 bit. surf. treat., grad. & base	20	44,449.50
Morgan	613	33Q	1/2 mi. east of Jacksonsville, easterly	2,267	A-3 bit. surf. treat., grad., base & bridge	22	129,675.46
Ogle	88	6FL	CMSt.P&P RR in Stillman Valley		FL & gages at CMSt.P&P RR	--	19,358.71
Ogle	91	24-3G	1 3/4 mi. north of Monroe Center	2,307	Ty. B & grad.	22	45,669.00
Ogle	81	29G, FL	FAS 88 to Flagg Center	4,985	Ty. B, grad. & FL at CB&Q RR	--	157,148.16
Ogle	189	43B	2.8 mi. southwest of Polo	0,205	Ty. B, grad. & bridge	--	43,780.55
Peoria	1371	59Q	Ill. 29, northwest to Marshall county	1,812	A-3 bit. surf. treat.	22	9,778.96
Peoria	1384	66-2G	Ill. 116, 2 mi. west of Trivoli, south	2,480	Ty. B & grad.	20	82,631.50
Peoria	1385	71-2Q	Ill. 116, 1 mi. east of Trivoli, north	3,255	A-3 bit. surf. treat.	22	13,874.16
Peoria	1384	72-1Q	Ill. 116, 2 mi. west of Trivoli, north	3,957	A-3 bit. surf. treat.	20	16,865.09
Peoria	1386	75Q	1 1/2 mi. west of Glasford, northerly	1,306	A-3 bit. surf. treat.	20	5,970.47
Piatt	540	(7S, 8, 28)RS	Monticello, south	8,931	I-11 bit. conc. surf.	22 & var.	1259,968.14
Piatt	540	(7S, 8, 28)W	Monticello, south	8,931	PCC & gr. or cr. st. wid. & grad.	3,4,2@2, 22 & var.	1517,304.10
Pope	1930	18B	Alcorn Creek, 2 mi. northwest of Hamlettsburg	0,436	Ty. B, grad. & bridge	18	82,007.50
Pulaski	942	23Q	US 51 in Mounds, west	0,773	A-3 bit. surf. treat., grad. & base	20	45,910.75
Rock Island	206	113	Mercer County line, northerly	2,412	PCC pavement & grad.	20	198,755.61
Rock Island	207	113	FAS 206, westerly	1,046	PCC pavement & grad.	20	86,238.11
St. Clair	842	221Q	Ill. 159, westerly	5,199	I-11 bit. conc. surf., grad. & base	22	385,297.06
Saline	898	29Q-3	FAS 899 at Harco, south	2,275	A-3 bit. surf. treat., grad. & SC base	20	75,597.61
Saline	895	48Q	Ill. 13, north to Ill. 142	4,535	A-3 bit. surf. treat., grad. & base	20	108,115.80
Saline	896	60-1G	2 1/4 mi. north of Raleigh, north	0,981	Ty. B & grad.	18	25,018.10
Sangamon	563	71Q	US 36 at Dawson, south	2,509	A-2 bit. surf. treat., grad. & base	20	62,954.82
Sangamon	627	76A	Rochester, south	5,091	Grad.	32	262,710.27
Sangamon	1626	83Q	US 36 at Lanesville, south	2,498	A-2 bit. surf. treat. & base	20	53,896.15
Schuyler	1581	25G	US 24, 2 1/2 mi. southwest of Rushville, westerly	5,333	Ty. B, grad. & 2 bridges	18	170,275.64
Shelby	637	1Q	Ill. 128, west	10,796	A-3 bit. surf. treat. & base	20	313,415.08
Stark	1372	3-1B	2 mi. west of Ill. 88	0,006	Bridge	--	11,980.00
Stark	376	28-4Q	FAS 1376, east to FAS 374	4,495	A-3 bit. surf. treat. & base	18	58,612.00
Stephenson	61	36G	Ill. 73, 3 1/2 mi. northeast of Lena, east	2,658	Ty. B & grad.	22	75,884.20
Stephenson	55	37G	Rock Grove, north & west	3,428	Ty. B & grad.	22	75,887.90
Tazewell	470	1-1B	Over Mackinaw River	0,070	Bridge	--	145,946.00
Vermillion	513	58	FAS 514 in Sidell, north	0,488	PCC pavement & grad.	22 & var.	86,002.25
Vermillion	514	58	FAS 513 in Sidell, west	2,504	PCC pavement & grad.	22 & var.	258,925.21

Table 51.—Concluded.

County	FAS Route No.	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Wabash	809	21-2Q	3½ mi. northwest of Mt. Carmel, northwest	3.662	A-3 bit. surf. treat. & SC base	20	67,232.05
Warren	405	91-1Q	County line at Alexis	2.945	A-3 bit. surf. treat., grad. & base	20	81,711.44
Warren	407	92Q	US 34 at Coldbrook, south	3.973	A-3 bit. surf. treat., grad. & base	20	101,607.43
Washington	832	26Q	Ill. 15, ¼ mi. south of Okawville, south	3.834	A-3 bit. surf. treat., grad. & base	20	155,979.94
Wayne	706	27Q	Ill. 15, south to Golden Gate	1.187	A-3 bit. surf. treat., & SC base	20	18,344.95
White	886	24Q, FL	Maunie, west	3.253	A-3 bit. surf. treat., grad., SC base & FL at L&N	20	126,345.16
Whiteside	1189	20G	Albany, south to Rock Island County	7.654	Ty. B, grad. & bridges	22	169,881.03
Will	164	122XQ	US 45, east & north to Cook County	3.460	B-4 bit. surf.	20	61,324.28
Williamson	906	39FL	West & northeast of Painville	0.005	Crossing work at MP, IC, CB&Q & FL at CB&Q	--	12,280.47
Williamson	906	39Q	Herrin, easterly	4.276	A-3 bit. surf. treat., grad., base & 2 bridges	20	488,378.78
Williamson	910,911	(40, 34)Q	Ill. 13 & Ill. 148, south & east	7.245	A-3 bit. surf. treat., grad. & base	20 & 22	1487,865.65
Williamson	910	40B	5 mi. & 6 mi. southwest of Marion	0.029	2 bridges	--	182,591.35
Winnebago	1044	86	Southeast limits of Rockford, east	1.378	PCC pavement, grad. & bridge	22, 33 & var.	236,865.44
Woodford	361	1G	US 24 near Secor, north & east	2.397	Ty. B, grad., bridge & railroad crossing work	22	86,980.92
Woodford	363	10G	US 24, south	1.034	Ty. B	22	14,692.00
Woodford	1358	14FL	TP&W RR crossing at Cruger	--	FL at TP&W RR	--	4,500.00
Woodford	1358	14G	1½ mi. west of Eureka	2.048	B-4 bit. surf.	20	28,090.22
Woodford	360	38Q	US 150 at Congerville, south	1.539	B-4 bit. surf.	20	21,758.25
Total				528.468		--	\$15,535,734.73

¹ 100 per cent matching by State.
² Construction in part, or all, by day labor.

Meaning of abbreviations and terms used in above table:

- Bit.—Bituminous
Conc.—Concrete
Gr.—Gravel
FL—Flashing lights
Grad.—Grading
Cr.—Crushed
SC—Soil cement
St.—Stone
- Surf.—Surface
Ty.—Type
Treat.—Treatment
Wid.—Widening
Var.—Variable
PCC—Portland Cement Concrete
Mi.—Miles

A-3, B-4, I-11, etc. refer to the Standard Specifications of the Division of Highways for various types of bituminous surfaces.

TABLE 52.—COUNTY CONSTRUCTION APPROVED DURING 1956.

County	Concrete Pavement and Surfaces on a Concrete Base		Bituminous Surfaces not on a Concrete Base		Gravel or Stone Surfaces		Earth Grading		Bridges ¹		Total Cost
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost	
Boone			11.8588	\$ 46,227.06	0.5682	\$ 9,132.68					\$ 46,227.06
Bureau			10.5141	37,218.85	1.8385	16,223.50					9,132.68
Champaign			5.5743	11,934.52							53,442.35
Christian											11,934.52
Coles	3.5845	\$ 147,921.48									150,105.98
Cook	362.5750	45,427,101.13									14,562,853.78
DeKalb					1.8172	35,180.45			26	2,184.50	66,956.05
Fulton					2.1642	71,925.00			1	831,775.60	71,925.00
Henry	3.9540	7,521.04	10.5557	29,419.44	0.5492	9,402.50					36,940.48
Iroquois											9,402.50
Jackson											3,800.00
Jersey			1.2841	5,594.36						3,800.00	5,594.36
Kane			2.2958	25,169.10	3.4248	85,730.84					110,899.94
Kankakee			6.1040	116,100.75							119,889.70
Kendall					7.1692	133,973.03				3,788.95	133,973.03
Knox					4.5833	38,760.50					38,760.50
Lake			4.3222	76,134.73	14.9878	429,840.87					506,783.84
LaSalle			9.0812	45,608.55	6.0432	158,181.73				2808.24	203,790.28
Lee					2.2055	742,216.55			2	11,711.82	53,928.37
Livingston			2.6439	13,575.53	3.6380	23,361.12			1	16,693.80	36,936.65
McHenry					2.4725	36,769.82					53,463.62
McLean			0.9668	5,200.12							5,200.12
Macon					0.6718	72,538.60					72,538.60
Madison	5.6120	436,655.42	4.4293	463,292.04					1	97,038.99	906,986.45
Massac	1.2384	26,106.80									26,106.80
Mercer			1.4088	17,783.20							17,783.20
Morgan											36,275.03
Ogle							102.8269	\$36,275.03			3,101.70
Peoria	0.8297	116,557.50	7.0430	92,475.44	7.7067	202,354.36					311,387.30
Rock Island	1.6788	313,976.86			11.3591	286,258.20			1	24,175.10	624,410.16
Sangamon											4,000.00
Stephenson			8.0100	33,222.44	9.0892	83,660.60				24,000.00	127,147.04
St. Clair	1.0706	180,843.17	0.3788							10,264.00	267,343.17
Tazewell			14.6526	79,267.80	12.0070	12396,293.91			1	86,500.00	475,561.71
Wabash	0.5189	1315,428.84									15,428.84
Warren											6,853.95
Whiteside			23.3668	66,264.75	5.0875	37,972.90				6,853.95	173,861.46
Will			1.5050	25,990.00	5.4382	183,166.83				89,221.16	209,156.83
Winnebago			6.3218	25,570.05	14.3837	213,141.41				1457,666.45	296,377.91
Total	81.0619	\$6,572,112.24	132.3170	\$1,216,048.73	117.2048	\$2,566,085.40	7.9144	\$96,677.68	13	\$9,415,336.91	\$19,866,260.96

Notes: This table includes all day labor construction that was authorized and all contracts that were approved in 1956. The costs tabulated in the "Cost" columns include estimated costs for day labor improvements and contract prices for contract improvements.

¹ Only bridges having a 20-foot span or over are included in computing the number. The "cost", however, includes small culverts and other incidental work built separately or with the bridge sections.

² Railroad crossing protection installations.

³ Includes an improvement, the entire cost of which was paid for by the Old Orchard Business District.

⁴ Includes a joint project with the villages of Riverside and North Riverside of which only the county's portion of the cost is shown.

⁵ Includes two highway grade separation structures and one underpass.

⁶ Includes \$19,170.00 for building and structure removal, \$136,758.30 for relocation of railroad tracks and transmission lines, \$28,548.17 for railroad crossing protection installation, \$324,938.30 for highway lighting, \$288,336.20 for landscaping, \$542,218.00 for storm sewers, \$8,199.60 for traffic lane marking materials and a joint county-Federal Government project of which only the county's MFT portion of the cost has been included.

⁷ Joint project between DeKalb County and Lee County.

⁸ Joint MFT county funds improvements. Only the MFT portion of the cost is shown.

⁹ Traffic control signals.

¹⁰ Oiled earth surface.

¹¹ Includes a joint project with the city of Peoria. Only the county's portion of the cost is shown.

¹² Includes a joint MFT-county funds improvement. Only the MFT portion of the cost is included.

¹³ Includes a joint project with the village of Bellmont. Only the county's portion of the cost is shown.

¹⁴ Joint project with the village of Winnebago. Only the county's portion of the cost is included.

TABLE 53.—RECAPITULATION OF COUNTY CONTRACTS APPROVED AND DAY LABOR CONSTRUCTION AUTHORIZED DURING 1956.

Law	Day Labor or Contract	Concrete Pavement and Surfaces on a Concrete Base		Bituminous Surfaces not on a Concrete Base		Gravel or Stone Surfaces		Earth Grading		Bridges ¹		Total Cost
		Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost	
MFT	Contract	77.0199	\$6,564,591.20	74.8031	\$1,023,875.50	41.6907	\$1,226,306.51			9	\$1,754,965.97	\$10,569,739.18
MFT	Day labor ²	3.9540	7,521.04	49.7174	157,804.34	43.4300	728,088.47	2.8269	\$36,275.03		13,575.11	943,263.99
15d	Contract	0.0880		6.9117	25,733.15	16.1417	286,671.72	5.0875	60,402.65	4	7,646,795.83	8,019,603.35
15d	Day labor ²			0.8848	8,635.74	15.9424	325,018.70					333,654.44
	Total	81.0619	\$6,572,112.24	132.3170	\$1,216,048.73	117.2048	\$2,566,085.40	7.9144	\$96,677.68	13	\$9,415,336.91	\$19,866,260.96

¹ Only bridges having a 20-foot span or over are included in computing the number. The "Cost", however, includes small culverts and other miscellaneous work built separately or with the bridge sections.

² Day labor costs are engineers' estimates.

TABLE 54.—COUNTY CONSTRUCTION APPROVED, 1916-1956, INCLUSIVE.¹

LOCAL ROADS AND STREETS

Year	Surfacing		Earth Grading		Bridges	
	Miles	Cost ²	Miles	Cost ²	Number	Cost ²
1916	174.58	\$ 2, 204, 680.94	25.93	\$ 60, 658.01	16	\$ 5, 065.00
1917	37.34	745, 962.28	11.00	45, 609.17	21	44, 179.64
1918	10.84	270, 480.54	42.58	167, 425.56	25	40, 680.00
1919	153.94	4, 391, 177.96	13.07	104, 533.72	10	185, 494.87
1920	44.06	1, 626, 373.67	17.57	100, 154.52	4	61, 746.82
1921	63.84	1, 484, 506.53	15.23	102, 085.56	87	359, 743.96
1922	258.34	5, 637, 805.33	17.46	185, 844.97	22	620, 366.61
1923	187.41	3, 433, 764.03	21.38	221, 007.97	65	329, 099.57
1924	175.29	3, 559, 634.26	52.36	533, 349.06	38	358, 394.54
1925	122.48	2, 966, 340.07	56.24	665, 000.82	11	155, 400.98
1926	106.56	3, 140, 570.97	85.52	1, 172, 020.46	17	394, 995.26
1927	141.39	4, 398, 115.94	33.82	18, 604.00	22	524, 626.83
1928	145.58	5, 192, 790.95	73.29	437, 454.37	25	569, 632.52
1929	126.81	5, 010, 540.27	155.09	546, 694.84	107	1, 746, 352.49
1930 ³	336.78	7, 144, 031.82	263.56	800, 739.56	201	2, 447, 768.25
1931 ³	790.31	9, 090, 014.40	219.49	473, 582.47	563	964, 908.87
1932	810.56	11, 054, 807.93	192.22	522, 372.21	245	548, 401.83
1933	372.12	3, 151, 430.48	132.13	551, 501.27	84	1, 012, 413.02
1934	494.78	5, 751, 138.31	153.01	594, 323.60	73	514, 452.36
1935 ³	476.93	5, 975, 004.44	189.56	686, 626.20	71	493, 522.89
1936	638.97	5, 672, 738.29	158.71	423, 211.17	85	988, 769.74
1937	659.94	5, 775, 031.30	109.27	605, 373.30	73	856, 300.33
1938	591.53	6, 350, 856.95	72.08	548, 119.07	84	1, 161, 660.86
1939	669.39	6, 689, 855.99	69.29	449, 545.34	71	1, 878, 184.49
1940	649.09	6, 915, 107.84	109.27	305, 462.65	85	1, 359, 858.50
1941 ³	711.73	5, 485, 290.86	17.29	65, 931.01	20	139, 601.05
1942 ³	532.80	4, 977, 127.42	11.26	72, 022.17	9	217, 227.23
1943	157.45	934, 227.69	6.71	49, 485.29	10	457, 627.84
1944	202.99	1, 423, 500.35	48.57	279, 021.17	17	653, 343.91
1945	235.66	1, 812, 938.58	46.24	368, 371.37	33	1, 603, 123.55
1946	263.03	3, 119, 885.92	45.71	255, 436.69	60	3, 139, 012.42
1947	364.77	5, 626, 437.02	19.03	168, 037.93	28	1, 324, 992.74
1948	191.23	4, 380, 692.83	27.21	177, 302.07	31	7, 388, 702.95
1949	333.61	6, 963, 728.96	14.69	117, 035.49	40	3, 265, 498.41
1950	373.85	12, 895, 301.82	7.85	30, 552.39	30	8, 430, 728.72
1951 ³	408.39	9, 330, 121.98	12.60	831, 362.44	33	6, 102, 215.76
1952	313.27	8, 745, 470.68	19.67	1, 011, 882.26	34	8, 258, 596.24
1953	268.61	11, 874, 641.30	0.47	728, 732.86	27	6, 659, 371.68
1954	316.07	20, 283, 423.65	7.92	96, 677.68	15	2, 837, 779.82
1955	257.08	6, 652, 049.88			13	9, 415, 336.91
1956	330.57	10, 354, 246.37				
Total	13, 499.97	\$232, 491, 816.80	2, 574.80	\$15, 021, 970.82	2, 505	\$77, 565, 179.46

¹ No day labor construction was approved prior to the year 1930.
² "Cost" includes estimated cost on day labor sections and contract price on contract sections.
³ Does not include cancelled contracts.

TABLE 55.—COUNTY CONSTRUCTION COMPLETED DURING 1956.

County	Concrete Pavement and Surfaces on a Concrete Base			Bituminous Surfaces Not on a Concrete Base	Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single Lane	Two-Lane	Four-Lane or Over					
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Boone				11.24				
Champaign				10.69	6.70			
Christian				5.57				
Coles	1.46	2.12						
Cook	3.56	8.88	62.37	2.68	0.25			4
DeKalb								1
DuPage		1.90						
Ford					4.18			
Fulton					1.91			
Henry				8.27				
Iroquois					0.55			
Jefferson					0.60			
Jersey				1.28				
Kane				2.30	3.42			
Kankakee				2.40				1
Kendall					7.17			
Knox					9.29			
Lake				4.32	12.15			
LaSalle				9.08	1.08			1
Lee					3.58			
Livingston				2.64	3.63			
McHenry					8.74			
Macon								1
Madison		5.61						
Massac		1.09	0.15					
Mercer				1.41				
Montgomery					6.13			
Morgan						2.58		
Peoria				10.12	7.31			
Rock Island			1.68		8.92			1
Stephenson				8.01			2.43	
St. Clair		1.07		0.07				1
Tazewell				14.65	8.12			
Vermilion		4.08						
Wabash		0.52						
Washington					0.01			
Whiteside				22.49				
Will				1.51	2.14			
Winnebago				12.68	12.41			
Total	5.02	125.27	264.20	3131.41	4108.29	2.58	2.43	510

Notes: The above table does not include miscellaneous improvements such as storm sewer work, railroad crossing protection installations, small bridge projects, building removal projects, highway lighting, landscaping, etc.

¹ Includes 4.41 miles of PCC pavement, 13.71 miles of subclass I-11 bituminous concrete pavement, 3.51 miles of subclass A-3 bituminous surface treatment and 3.64 miles of subclass C-1 bituminous surface.

² Includes 6.44 miles of three-lane and 52.33 miles of four-lane subclass I-11 bituminous concrete pavement, 0.15 miles of three-lane subclass A-3 bituminous surface treatment and 3.60 miles of three-lane PCC pavement.

³ Includes the following types:

TABLE 55.—Concluded.

Subclass A-2 modified.....	5.57 miles
Subclass A-3	76.94 miles
Subclass A-3 modified.....	35.71 miles
Subclass B-2	0.16 miles
Subclass B-3	1.96 miles
Subclass B-4	8.13 miles
Subclass B-4 modified.....	0.42 miles
Subclass I-11	2.52 miles
Total.....	131.41 miles

⁴ Includes 38.06 miles of Type A surface, 49.94 miles of Type B surface, and 20.29 miles of Type B gravel or crushed-stone base.

⁵ Includes 1 railroad grade separation, 1 highway grade separation and 2 underpasses.

RECAPITULATION

Rigid-type surfaces (summation of columns 1, 2 and 3)..... 94.49 miles

Nonrigid-type surface:

Low-type bituminous summation of columns

4 and 6).....133.99 miles

Type A gravel or crushed-stone..... 38.06 miles

Type B gravel or crushed-stone..... 49.94 miles

Type B gravel or crushed-stone base..... 20.29 miles

Total surfacing336.77 miles

Grading 2.43 miles

Bridges 6 each

Highway grade separations 1 each

Railroad grade separations 1 each

Underpasses 2 each

DIVISION OF HIGHWAYS

TABLE 56.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO MUNICIPALITIES DURING 1956.

Municipality	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for					Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Miscellaneous and Treasurer's Fees	
Abingdon	\$53,947.51	\$17,493.25	\$71,440.76			\$1,096.00		\$18,318.00		\$19,414.00
Addieville	1,918.44	1,436.56	3,355.00			50.00		2,444.61		2,494.61
Addison	15,127.51	7,177.52	22,305.03							22,305.03
Adeline	1,019.38	715.63	1,735.01							1,735.01
Albany	676.61	2,883.75	3,560.36				\$1,855.00			1,855.00
Albers	1,349.55	2,475.55	3,825.10							3,825.10
Albion	6,008.46	12,123.36	18,131.82			652.50	5,850.00	5,906.01		5,723.31
Aledo	19,399.43	15,473.56	34,872.99							34,872.99
Alexis	4,686.51	4,352.11	9,038.62					5,000.00		4,038.62
Algonquin	5,549.90	6,483.08	12,032.98		\$1,599.00					10,433.98
Alhambra	4,863.15	2,523.28	7,386.43			70.00		1,260.52		6,055.91
Allendale	4,688.51	2,343.06	7,031.57					3,332.90		3,698.67
Allenville	427.32	1,341.16	1,768.48					1,548.87		219.61
Allerton	2,337.40	1,293.44	3,630.84					3,400.00		230.84
Alma	2,419.62	2,141.60	4,561.22					2,135.88	\$42.72	2,382.62
Alorton	13,992.71	13,501.62	27,494.33	\$ 9,743.78		681.05		5,915.00		11,154.50
Alpha	4,274.85	3,339.60	7,614.45			257.47		3,678.21		3,678.77
Alsey	2,384.14	1,558.49	3,942.63					2,944.58		998.05
Alsip	21,043.02	9,295.14	30,338.16	15,606.50		1,682.00		155.46		12,894.20
Altamont	9,102.13	8,375.56	17,477.69					6,165.62		11,312.07
Altona	145,050.89	172,547.04	317,597.93	153,982.73		28,471.00		19,556.93		115,587.27
Altona	1,798.95	2,449.05	4,248.00					3,017.12		1,230.88
Alto Pass	5,255.38	2,449.05	7,704.43							7,704.43
Alvan	148.75	1,521.39	1,670.14					1,400.00		270.14
Amboy	10,092.05	11,280.52	21,372.57			147.80		2,429.38		18,795.39
Andalusia	219.27	2,703.51	2,922.78	274.96		211.82		132.64		2,303.36
Andover	1,486.56	1,357.07	2,843.63			118.15		1,681.85		1,043.63
Anna	22,379.58	23,218.31	45,597.89	1—24.48			15,953.50			29,668.87
Annawan	14,213.91	3,138.18	17,352.09				11,433.56			5,918.53
Antioch	6,177.56	8,310.76	14,488.32					3,420.50		9,483.82
Apple River		2,284.72	2,284.72			1,584.00		316.76		1,952.96
Arcola	17,553.71	9,011.67	26,565.38			15.00		5,276.01		21,289.37
Arenzville	4,621.88	2,719.42	7,341.30					5,428.40		1,912.90
Argenta	2,385.25	3,048.07	5,433.32					3,260.00		2,173.32
Arlington	2,948.46	1,309.33	4,257.79					3,346.60		871.19
Arlington Heights	140,904.21	94,341.21	235,245.42	37,462.28		40.00		28,199.62		163,988.92
Armington	743.07	1,664.52	2,407.59					2,298.53		109.06
Aroma Park		2,883.75	2,883.75	362.22		40.00		918.51		1,563.02
Arrowsmith	3,400.52	1,675.10	5,075.62							5,075.62
Arthur	3,575.77	8,338.44	11,914.21	3,685.59		675.00		6,661.96	220.45	11,243.00

LOCAL ROADS AND STREETS

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Ashkum	377.61	2,226.41	2,604.02	144.00	2,460.02	2,604.02	2,484.63
Ashland	2,420.45	5,507.72	7,928.17	50.00	5,393.54	5,443.54	4,969.74
Ashley	5,808.09	3,912.12	9,720.21	56.25	4,694.22	4,750.47	4,735.28
Ashmore	1,698.54	2,152.18	3,850.72		3,054.35	61.09	20,505.12
Ashton	15,665.32	4,839.80	20,505.12				25,501.66
Assumption	18,429.12	7,771.22	26,200.34				1,829.83
Astoria	1,031.60	6,933.69	7,965.29				4,132.00
Athens	5,215.84	5,555.44	10,771.28				9,480.53
Atkinson	5,107.21	4,373.32	9,480.53				8,098.41
Atlanta	6,149.01	7,055.60	13,204.61				34,103.40
Atwood	8,849.04	3,503.93	4,352.97				10,000.00
Auburn	33,697.58	10,405.82	44,103.40				6,000.00
Augusta	2,429.12	5,009.43	7,438.55				149,229.84
Aurora	107,475.66	276,575.18	384,050.84				9,385.20
Ava	9,217.77	3,890.93	13,108.70				8,694.45
Aviston	6,028.05	2,666.40	8,694.45				4,079.85
Avon	1,561.62	4,611.86	6,173.48				8,320.84
Baldwin	6,444.29	1,876.55	8,320.84				1,564.57
Banner	557.39	1,139.71	1,697.10				8,317.54
Bannockburn	6,997.59	1,319.95	8,317.54				1,108.58
Bardolph	55.27	1,304.03	1,359.30				12,343.66
Barrington	24,843.21	25,428.84	50,272.05				35,029.33
Barry	26,924.11	8,105.22	35,029.33				2,786.35
Bartelo	1,174.85	1,611.50	2,786.35				13,825.91
Bartlett	10,030.40	3,795.51	13,825.91				11,883.60
Bartonville	1,746.62	14,476.98	16,223.60				22,185.70
Basco	1,180.81	1,166.23	1,347.04				2,981.59
Batavia	66,556.43	33,206.44	99,762.87				4,075.90
Batchtown	1,725.27	1,256.32	2,981.59				461.80
Bath	2,288.10	2,242.29	4,530.39				76,828.87
Baylis	605.80	1,627.40	2,233.20				1,503.37
Beardstown	50,467.28	32,229.99	82,697.27				4,691.40
Beaverville	5,477.86	2,030.28	7,508.14				7,191.98
Beckemeyer	2,013.89	5,539.54	7,553.43				3,719.44
Bedford Park	3,741.06	3,450.92	7,191.98				942.63
Beecher	4,473.49	5,067.75	9,541.24				872.47
Beecher City	1,126.10	2,316.53	3,442.63				461.40
Belgium	415.00	2,613.40	3,028.40				3,107.18
Belknap	375.69	1,309.34	1,685.03				720.26
Belleflower	917.88	2,189.30	3,107.18				511.77
Belle Prairie City	409.90	434.67	844.57				323,465.52
Belle Rive	35.41	1,659.23	1,694.64				687.14
Belleville	426,648.50	173,453.53	600,102.03				678.20
Bellevue	5,212.41	8,105.24	13,317.65				169,602.88
Bellmont	4,227.43	1,950.77	6,178.20				21,565.56
Bellwood	154,518.60	66,405.43	220,924.03				15,913.50
Belvidere	11,541.84	49,945.87	61,487.71				3,941.89
Bement	15,589.81	7,734.15	23,323.96				21,846.16
Benld	10,356.41	11,095.01	21,451.42				1,855.44
Bensenville	21,034.37	28,895.68	49,930.05				604.14
Benson		2,051.47	2,051.47				
Bently	501.24	466.48	967.72				

DIVISION OF HIGHWAYS

TABLE 56.—Continued.

Municipality	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for						Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Miscellaneous and Treasurer's Fees		
Benton	12,453.06	41,602.12	54,055.18	34,888.91	---	5,813.47	---	5,968.86	---	46,671.24	7,383.94
Berkeley	24,560.85	21,401.73	45,962.58	---	---	---	---	---	---	---	45,962.58
Berlin	1,215.52	1,155.62	2,371.14	---	---	---	---	851.14	---	851.14	1,520.00
Berwyn	---	271,834.46	271,834.46	16,704.96	---	1—570.23	25,794.99	55,915.23	---	97,844.95	173,989.51
Bethalto	22,122.28	14,243.76	36,366.04	---	---	300.00	---	9,698.06	---	9,998.06	26,367.98
Bethany	3,259.02	4,505.83	7,764.85	---	---	---	---	5,283.95	107.83	5,391.78	2,373.07
Biggsville	2,472.34	2,009.08	4,481.42	---	---	---	---	921.00	---	921.00	3,560.42
Bingham	174.26	901.17	1,075.43	---	---	---	---	818.85	---	818.85	256.58
Birds	1,702.70	1,240.44	2,943.14	---	---	25.00	---	670.58	13.91	709.49	2,233.65
Bishop Hill	724.03	1,070.80	1,794.83	---	---	68.38	---	683.81	---	752.19	1,042.64
Blandinsville	977.06	4,866.31	5,843.37	---	---	---	---	3,452.90	---	3,452.90	2,390.47
Bloomington	6,866.19	1,797.02	8,663.21	7,766.21	---	986.60	---	1—89.60	---	8,663.21	---
Bloomington	139,295.59	181,980.18	321,275.77	144,352.21	410.00	6,051.32	---	5,234.99	---	156,048.52	165,227.25
Blue Island	30,480.12	93,413.94	123,894.06	95,114.76	---	7,704.35	---	12,829.60	---	115,648.71	8,245.35
Blue Mound	9,671.81	4,696.69	14,368.50	---	---	---	---	5,068.31	---	5,068.31	9,300.19
Bluffs	6,966.26	4,155.98	11,122.24	---	---	---	---	3,242.42	---	3,242.42	7,879.82
Bluford	1,703.50	2,528.56	4,232.06	---	---	---	---	2,821.08	---	2,821.08	1,410.98
Bone Gap	---	1,733.43	1,733.43	---	---	1—41.90	---	1,733.58	41.75	1,733.43	---
Bonfield	1,094.51	758.05	1,852.56	---	---	---	---	---	---	---	1,852.56
Bourbonnais	2,716.85	8,470.97	11,187.82	135.18	---	275.43	---	2,010.60	---	2,421.21	8,766.61
Bowen	896.93	3,037.45	3,934.38	---	---	---	---	2,991.60	---	2,991.60	942.78
Braceville	4,550.15	2,107.05	6,657.20	6,657.20	---	---	---	---	---	6,657.20	---
Bradford	5,590.09	5,046.55	10,636.64	---	---	---	---	---	---	---	---
Bradley	---	30,965.76	30,965.76	---	---	213.07	16,750.53	397.07	---	17,360.67	10,636.64
Braidwood	5,450.09	7,871.96	13,322.05	---	---	---	---	5,418.11	---	5,418.11	13,605.09
Breese	3,549.98	11,561.45	15,111.43	---	---	270.66	---	6,050.04	---	6,050.04	7,903.94
Bridgeport	25,564.88	12,499.71	38,064.59	1—270.66	---	---	4,557.50	---	---	4,557.50	9,061.39
Bridgeview	19,798.00	16,539.05	36,337.05	---	---	---	---	---	---	---	33,507.09
Brighton	4,548.52	5,118.46	9,666.98	---	---	350.00	---	3,566.41	---	3,916.41	36,337.05
Brimfield	677.82	3,435.06	4,112.88	---	---	---	---	2,495.74	---	2,495.74	5,750.57
Bristol	1,297.33	2,867.84	4,165.17	---	---	---	---	441.16	---	441.16	1,617.14
Broadlands	2,282.26	1,765.22	4,047.48	3,771.35	---	25.50	---	---	---	3,796.85	3,724.01
Broadview	10,957.70	36,725.22	47,682.92	---	---	---	30,512.50	---	---	30,512.50	250.63
Broadwell	466.16	789.85	1,256.01	---	---	---	---	493.69	9.87	503.56	17,170.42
Brocton	1,191.67	2,152.19	3,343.86	---	---	---	---	---	---	---	3,343.86
Brookfield	192,547.83	95,939.77	288,487.60	61,797.79	20,195.43	5,898.44	13,517.32	38,207.32	---	139,616.30	148,871.30
Brooklyn	20,817.46	13,612.94	34,430.40	26,112.42	---	2,650.44	---	848.38	---	29,611.24	4,819.16
Brookport	14,474.50	5,931.81	20,406.31	---	---	1,317.50	---	---	---	1,317.50	19,088.81
Broughton	441.52	1,717.50	2,159.02	---	---	---	---	1,965.88	39.72	2,005.60	153.42

Browning	4, 781.61	1, 717.50	6, 499.11	---	---	---	2, 339.75	---	---	2, 339.75	---	4, 159.36
Browns	3, 642.46	1, 781.13	5, 423.59	---	---	---	1, 286.67	---	---	1, 286.67	---	4, 136.92
Brownstown	3, 161.72	3, 440.34	6, 602.06	---	---	---	4, 532.17	---	---	4, 532.17	---	1, 880.07
Brussels	837.02	1, 086.71	1, 923.73	---	---	---	384.58	---	---	384.58	---	1, 539.15
Bryant	163.59	2, 099.19	2, 262.78	---	---	---	1, 181.13	---	---	1, 181.13	---	1, 081.65
Buckingham	288.94	742.15	1, 031.09	---	---	---	819.50	---	---	819.50	---	172.59
Buckley	6, 334.91	2, 336.77	9, 271.68	---	---	---	---	---	---	---	---	9, 271.68
Buckner	2, 698.93	4, 150.67	6, 849.60	---	---	---	927.99	18.56	---	946.55	---	5, 903.05
Buda	2, 734.05	4, 034.04	6, 768.09	---	---	---	6, 270.89	---	---	6, 768.09	---	---
Bufalo	4, 429.72	2, 205.21	6, 634.93	---	---	---	3, 193.00	---	---	3, 193.00	---	3, 441.93
Bulpitt	4, 932.53	1, 993.18	6, 925.71	---	---	---	708.69	14.17	---	722.86	---	6, 202.85
Buncombe	1, 432.63	1, 113.19	2, 545.82	---	---	---	2, 076.28	---	---	2, 076.28	---	469.54
Bunker Hill	2, 313.78	6, 562.61	8, 876.39	---	---	---	6, 654.36	---	---	6, 899.36	---	1, 977.03
Bureau Junction	1, 226.71	2, 544.46	3, 771.17	---	---	---	---	---	---	---	---	3, 771.17
Burlington	3, 623.40	1, 394.15	5, 017.55	1-50.08	---	---	---	---	---	---	---	5, 017.55
Burnham	21, 750.96	7, 055.61	28, 806.57	---	---	---	---	---	---	---	---	28, 806.57
Bush	839.38	2, 671.71	3, 511.09	---	---	---	---	---	---	---	---	1, 385.80
Bushnell	30, 452.69	17, 583.38	48, 036.07	---	---	---	2, 083.61	41.68	---	2, 125.29	---	25, 764.28
Butler	834.15	1, 500.18	2, 334.33	---	---	---	9, 644.17	---	---	22, 271.79	---	835.02
Byron	13, 060.65	6, 557.31	19, 617.96	14, 856.55	---	---	1, 499.31	---	---	16, 152.82	---	3, 465.14
Cabery	992.51	1, 537.30	2, 529.81	---	---	---	939.30	---	---	985.80	---	1, 544.01
Cahokia	11, 533.73	4, 208.99	15, 742.72	---	---	---	4, 396.00	---	---	4, 606.00	---	11, 136.72
Cairo	26, 889.22	64, 263.84	91, 153.06	50, 588.04	---	---	---	---	---	85, 719.98	---	5, 433.08
Calhoun	1, 973.47	1, 139.71	3, 113.18	---	---	---	1, 596.11	---	---	1, 686.25	---	1, 426.93
Calumet City	114, 894.83	101, 068.57	215, 963.40	53, 439.20	---	---	1-250.00	---	---	60, 242.20	---	155, 721.20
Calumet Park	5, 198.38	29, 028.20	34, 226.58	29, 060.00	---	---	---	---	---	29, 060.00	---	5, 166.58
Camargo	282.16	1, 251.02	1, 533.18	---	---	---	1, 300.00	---	---	1, 300.00	---	233.18
Cambria	2, 444.26	3, 313.12	5, 757.38	---	---	---	3, 666.02	73.32	---	3, 739.34	---	2, 018.04
Cambridge	11, 974.85	7, 893.15	19, 868.00	---	---	---	1, 848.03	---	---	13, 786.67	---	6, 081.33
Camden	1, 281.75	811.06	2, 092.81	---	---	---	---	---	---	1, 848.03	---	244.78
Campbell Hill	2, 005.90	1, 781.12	3, 787.02	---	---	---	12, 679.00	---	---	12, 679.00	---	3, 787.02
Camp Point	9, 427.52	5, 136.66	14, 564.18	---	---	---	---	---	---	---	---	1, 885.18
Campus	1, 582.88	970.07	2, 552.95	---	---	---	---	---	---	---	---	2, 552.95
Canton	15, 622.31	66, 912.09	82, 534.40	---	---	---	---	---	---	37, 717.00	---	44, 817.40
Cantrall	481.63	768.63	1, 250.26	---	---	---	700.00	---	---	700.00	---	550.26
Capron	8, 435.99	3, 032.17	11, 468.16	---	---	---	---	---	---	---	---	11, 468.16
Carbon Cliff	10, 113.23	3, 583.48	13, 696.71	---	---	---	---	---	---	---	---	13, 696.71
Carbondale	29, 065.00	57, 892.04	86, 957.04	63, 482.50	---	---	3, 464.18	---	---	75, 012.24	---	11, 944.80
Carbon Hill	35.41	837.57	872.98	---	---	---	---	---	---	---	---	872.98
Carlinville	19, 211.41	27, 119.84	46, 331.25	---	---	---	9, 775.18	---	---	20, 217.02	---	26, 114.23
Carlyle	2, 561.26	14, 148.34	16, 709.60	---	---	---	8, 006.80	---	---	8, 054.80	---	8, 654.80
Carmi	24, 119.49	31, 495.96	55, 615.45	---	---	---	1-1, 971.80	---	---	12, 756.13	---	42, 859.32
Carpentersville	13, 027.26	25, 386.43	38, 413.69	---	---	---	1, 322.37	---	---	1, 322.37	---	37, 091.32
Carrier Mills	15, 202.60	11, 937.82	27, 140.42	---	---	---	1, 941.85	---	---	6, 481.85	---	20, 658.57
Carrollton	14, 700.82	12, 918.50	27, 619.32	---	---	---	---	---	---	---	---	27, 619.32
Cartersville	19, 627.68	14, 397.47	34, 025.15	18, 525.85	---	---	3, 092.58	---	---	22, 580.43	---	11, 444.72
Carthage	9, 882.63	17, 037.37	26, 920.00	1, 573.92	---	---	8, 191.50	---	---	10, 402.51	---	16, 517.49
Cary	3, 803.95	6, 716.35	10, 520.30	7, 085.55	---	---	1, 481.00	---	---	8, 640.60	---	1, 879.70

DIVISION OF HIGHWAYS

TABLE 56.—Continued.

Municipality	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for						Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Con-struction	Right-of-way	Engineering	Municipal Indebted-ness	Mainte-nance	Miscellaneous and Treasurer's Fees		
Casey	8,628.23	14,592.64	23,220.87	7,000.00				3,266.09		3,266.09	19,954.78
Caseyville	13,333.48	6,408.88	19,742.36			150.00		5,186.05		12,336.05	7,406.31
Catlin	9,312.85	5,051.85	14,364.70					4,100.00		4,100.00	10,264.70
Cave-in-Rock	6,794.27	2,915.54	9,709.81	2,171.50		9.00		860.05		3,040.55	6,669.26
Cedar Point	2,388.99	1,569.08	3,958.07								3,958.07
Cedarville	2,119.92	2,470.26	4,590.18								4,590.18
Central City	2,757.73	6,525.51	9,283.24					5,981.59		5,981.59	3,301.65
Centralia	25,455.89	73,487.56	98,943.45	56,385.50		1-122.17	6,091.80	30,058.44		92,413.57	6,529.88
Cerro Gordo	2,887.10	5,576.63	8,463.73					4,073.38		4,073.38	4,390.35
Chadwick	5,494.92	3,217.69	8,712.61			274.87		4,581.20		4,856.07	3,856.54
Champaign	113,707.94	220,438.42	334,146.36	12,033.42			225,953.48	303.16		238,290.06	95,856.30
Chandlerville	4,391.86	4,177.18	8,569.04					1,300.00		1,300.00	7,269.04
Chapin	3,162.61	2,592.17	5,754.78					3,919.25		3,919.25	1,835.53
Charleston	20,223.70	48,578.22	68,801.92	63,723.87		2,104.26		2,973.79		68,801.92	3,764.42
Chatham	3,794.00	4,797.38	8,591.38					4,826.96		4,826.96	6,486.92
Chatsworth	8,097.90	5,931.83	14,029.73			390.83		7,151.98		7,542.81	954.59
Chebanse	734.60	3,917.39	4,651.99			173.00		3,524.40		3,697.40	370.01
Chenoa	1,824.23	7,697.03	9,521.26				3,151.25	6,000.00		9,151.25	7,115.93
Cherry	4,359.40	2,756.53	7,115.93								11,473.06
Cherry Valley	7,545.02	3,928.04	11,473.06					5,847.50		5,847.50	58,571.60
Chester	35,852.13	28,566.97	64,419.10					1,598.00	31.96	1,629.96	1,311.26
Chesterfield	1,499.34	1,441.88	2,941.22					2,915,677.15	3108,980.87	16,411,975.21	18,059,468.77
Chicago	15,276,779.66	19,194,664.32	34,471,443.98	11,460,999.82	440,117.33	862,763.22	623,436.82			110,665.25	35,662.30
Chicago Heights	16,183.08	130,144.47	146,327.55	108,393.45		2,271.80				1,591.56	33,585.89
Chicago Ridge	22,243.05	12,934.40	35,177.45	1-1,268.44		136.00		2,724.00		15,782.60	9,896.93
Chillicothe	11,011.71	14,667.82	25,679.53				5,925.39	9,857.21		6,436.92	8,399.62
Chrisman	9,159.17	5,677.37	14,836.54				3,000.00	3,436.92		33,116.97	16,472.25
Christopher	30,797.23	18,791.99	49,589.22			1,635.69		31,150.11	331.17	266,907.96	91,141.75
Cicero		358,049.71	358,049.71	214,172.94		7,809.74	43,033.80	1,891.48		1,804.29	719.34
Cisco	753.09	1,770.54	2,523.63					1,804.29		4,782.53	787.33
Cisne	2,240.83	3,329.03	5,569.86					4,688.75			7,669.07
Cissna Park	4,170.43	3,498.64	7,669.07					1,581.88	32.28	5,114.16	1,016.21
Claremont	4,810.42	1,319.95	6,130.37	3,250.00		250.00		21,164.39		23,584.65	11,946.12
Clarendon Hills	11,040.21	24,490.56	35,530.77	1-11.93		2,432.19		4,000.00		4,000.00	14,366.01
Clay City	12,519.03	5,846.98	18,366.01					5,243.25		5,243.25	4,444.08
Clayton	5,096.68	4,590.65	9,687.33							2,206.21	981.77
Cleveland	2,106.59	1,081.39	3,187.98	1,129.83		40.39	700.00	335.99		4,505.83	385.74
Clifton	1,000.65	3,890.92	4,891.57	4,505.83							

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Clinton	19,844.03	31,514.34	51,358.37	7,027.85	606.78	3,701.25	522.84	11,858.72	51,358.37
Coal City	5,922.98	11,768.18	17,691.16				1,994.05	1,994.05	5,832.44
Coalton	1,960.18	2,131.00	4,091.18						2,097.13
Coal Valley	3,721.81	1,924.25	5,646.06						5,646.06
Coatsburg		1,028.38	1,028.38						
Cobden	11,266.72	5,852.30	17,119.02				1,008.23	1,028.38	10,319.65
Coffeen	3,395.67	3,323.72	3,719.39				6,799.37	6,799.37	7,870.91
Colchester	7,072.13	8,221.83	15,293.96				3,454.26	3,454.26	3,551.29
Coleta	2,575.92	975.37	3,551.29				7,423.05	7,423.05	7,401.23
Colfax	6,212.26	4,341.51	10,553.77	2,974.09	292.00		1-113.55	3,152.54	108,528.71
Collinsville	77,665.05	68,393.30	146,058.35	15,507.39	537.13		21,485.12	37,529.64	5,671.64
Colona	3,980.63	1,691.01	5,671.64						3,946.87
Colp	2,605.71	1,341.16	3,946.87						32,194.63
Columbia	28,647.89	11,550.87	40,198.76						1,187.26
Columbus	996.44	440.00	1,436.44	1,285.00	150.00		6,543.43	8,004.13	1,883.94
Compton	2,787.79	1,701.60	4,489.39				244.29	249.18	2,600.32
Concord	4,183.81	1,473.65	5,657.46		157.05		2,448.40	2,605.45	2,346.51
Cooksville	3,489.44	1,357.07	4,846.51				2,997.20	3,057.14	693.11
Cordova	572.14	2,517.98	3,090.12		105.36		2,394.64	2,500.00	6,683.09
Cornell	5,007.14	2,427.85	7,434.99		135.68		2,261.33	2,397.01	3,034.44
Cortland	3,745.07	2,109.77	5,854.84				751.90	751.90	15,169.67
Coulterville	14,972.43	6,149.13	21,121.56				2,820.40	2,820.40	1,730.39
Cowden	426.64	3,281.30	3,707.94				5,951.89	5,951.89	3,334.47
Crainville	3,930.95	2,295.33	6,226.28				1,900.00	1,977.55	4,636.41
Creal Springs	3,661.04	4,580.06	8,241.10				2,835.11	2,891.81	1,427.90
Crescent	2,553.08	1,717.53	4,270.61		160.91		3,604.69	3,604.69	4,141.96
Creston	2,222.99	1,918.97	4,141.96				2,681.80	2,842.71	5,094.18
Crestwood	1,254.68	3,917.44	5,172.12						19,707.82
Crete	13,930.43	13,832.29	27,762.72	220.59	715.01		77.94	77.94	69,414.85
Creve Coeur	58,962.67	29,150.11	88,112.78	208.82	769.37		7,119.30	8,054.90	6,191.03
Crossville	3,027.45	4,590.65	7,618.10	170.00	354.57		17,719.74	18,697.93	1,465.64
Croft	5,676.52	7,606.91	13,283.43	11,972.75	897.96	366.53	902.50	1,427.07	6,344.96
Crystal Lake	13,767.09	31,678.70	45,445.79	19,906.84	1,353.28		46.19	13,283.43	7,507.92
Cuba	11,712.20	7,856.05	19,568.25		515.00		22,720.03	43,980.15	5,861.14
Cullom	3,342.37	2,608.08	5,950.45	3,837.51	658.16		12,708.29	13,223.29	663.36
Cutler	4,751.39	2,756.53	7,507.92				791.42	5,287.09	
Cypress	4,590.66	1,892.46	6,483.12				621.98	621.98	
Dahlgren	2,414.39	3,228.30	5,642.69				4,616.71	4,616.71	
Dakota	3,704.30	1,685.72	5,390.02						
Dallas City	7,621.42	6,758.76	14,380.18				8,034.39	8,034.39	
Dalton City	2,356.02	2,035.59	4,391.61				3,022.41	3,022.41	
Dalzell	4,208.18	2,878.43	7,086.61		47.00		3,262.22	3,309.22	
Dana	329.83	1,304.04	1,633.87						
Danforth	2,791.15	2,040.89	4,832.04						
Danvers	4,330.34	4,039.35	8,369.69						
Danville	300,907.52	200,716.48	501,624.00	10,800.00	20,049.10		3,744.00	3,744.00	
Davis	7,312.09	1,844.73	9,156.82	150,642.57	500.29		1,632.10	181,491.67	
Dawson	4,478.86	1,982.57	6,461.43	5,648.85			4,848.29	7,781.24	
Decatur	141,101.28	359,343.15	500,444.43	157,098.86	5,668.98	80,369.80	34,829.20	4,945.26	
								278,993.10	221,451.33
									21,026.26

TABLE 56.—Continued.

Municipality	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for						Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Miscellaneous and Treasurer's Fees		
Deer Creek	1,386.61	2,655.78	4,042.39	256.41		653.04		1,397.13	28.51	1,425.64	2,616.75
Deerfield	54,181.90	22,200.52	76,382.42	6,205.76		514.16		4,844.53		5,753.98	70,628.44
DeKalb	17,143.72	79,329.23	96,472.95				6,666.68			13,386.60	83,086.35
DeLand	2,888.99	2,205.21	5,094.20					2,905.80		2,905.80	2,188.40
Delavan	3,430.29	6,615.63	10,045.92					1,622.74		1,622.74	8,423.18
DePue	17,225.04	11,466.03	28,691.07							222.51	28,691.07
DeSoto	1,720.08	3,424.43	5,144.51					13,488.00		39,405.44	4,922.00
DesPlaines	93,039.53	123,319.65	216,359.18	4,853.41	37.60	3,965.76	17,060.67	1,494.36		1,494.36	176,953.74
Detroit	1,234.11	667.90	1,902.01					1,575.00		1,575.00	1,407.65
DeWitt	1,725.71	1,145.02	2,870.73								1,295.73
Diamond	316.87	567.22	884.09					2,750.00	55.00	2,805.00	884.09
Dieterich	2,588.29	2,650.47	5,238.76					500.00		500.00	2,433.76
Divernon	7,177.14	5,369.89	12,547.03							3,611.29	12,047.03
Dixmoor	11,496.60	7,034.41	18,531.01	1,811.29		1,800.00		1,541.24		23,988.83	14,919.72
Dixon	29,999.65	61,083.25	91,082.90	4,080.63		5,560.24	12,806.72			42,625.39	67,094.07
Dolton	80,303.89	49,447.59	129,751.48	38,448.39		4,177.00				769.42	87,126.09
Dongola	8,857.30	3,731.90	12,589.20					2,201.26		2,201.26	11,819.78
Donnellson	1,668.47	1,781.14	3,449.61								1,248.35
Donovan	3,083.36	1,733.43	4,816.79					877.02		877.02	4,816.79
Dorchester	18.25	858.77	877.02							4,200.00	588.74
Dover	3,776.25	1,012.49	4,788.74	4,000.00		200.00				3,284.95	7,260.71
Dowell	7,280.26	3,265.40	10,545.66					3,219.25	65.70	28,049.73	142,669.03
Downers Grove	80,283.96	90,434.80	170,718.76	1—4,229.30		1—102.12	4,550.00	27,831.15		3,152.35	437.83
Downs	1,374.36	2,215.82	3,590.18			157.86		2,994.49		24.96	6,447.72
DuBois	6,200.76	1,494.87	7,695.63			56.25		1,166.70		1,505.75	1,345.65
Dunfermline	303.51	1,547.89	1,851.40					1,505.75		2,331.51	1,507.01
Dunlap	785.15	3,053.37	3,838.52					2,331.51		6,083.67	25,258.10
Dupo	19,472.84	11,868.93	31,341.77	62,589.59		1—901.87		5,962.00	121.67	61,966.85	6,511.67
DuQuoin	30,592.40	37,886.12	68,478.52					279.13		56,883.36	14,908.60
Durand	11,309.23	3,599.37	14,908.60	51,197.03		4,860.20		826.13		2,346.94	1,129.87
Dwight	42,232.42	15,070.69	57,303.11					2,300.00	46.94	41,985.05	8,613.16
Eagerville	2,485.52	991.29	3,476.81							826.48	20,753.41
Earlville	2,161.86	6,451.30	8,613.16							1,000.00	536.21
East Alton	24,094.26	38,644.57	62,738.46	12,774.15		886.80		27,497.62		1,027.00	11,044.70
East Brooklyn	1,191.64	344.57	1,536.21	30.00				970.00			19,939.09
East Carondelet	8,919.01	2,125.69	11,044.70								17,335.54
East Chicago Hts.	12,760.16	8,205.93	20,966.09			1,027.00					
East Dubuque	8,339.77	8,995.77	17,335.54								

East Dundee	5, 664.98	7, 771.23	2, 770.38	371.62	2, 548.60	5, 690.60	2, 080.63
East Galesburg	46.70	3, 450.95			2, 500.00	2, 500.00	6, 615.93
East Gillespie	1, 524.27	1, 187.40			479.29	479.29	7, 754.81
East Hazel Crest	54, 533.16	73, 752.60	128, 285.76	1, 029.55			7, 175.11
Easton	1, 870.45	1, 966.66					97, 445.71
East Peoria	56, 599.14	64, 539.48	3, 541.26	150.00	9, 323.00		3, 837.11
East St. Louis	439, 844.47	436, 244.53	323, 251.87	38, 633.57	94, 096.95	462, 484.79	92, 240.32
Eddyville	1, 762.82	561.89		6, 502.40			413, 604.21
Edgewood	2, 593.66	2, 729.99					2, 324.71
Edinburg	7, 780.07	4, 882.22					921.45
Edwardsville	64, 839.37	46, 952.59			4, 402.20	4, 402.20	7, 271.48
Effingham	5, 151.12	36, 534.38			5, 390.81	5, 390.81	111, 791.96
Eileen	5, 268.54	1, 759.92					13, 124.21
Elburn	17, 875.01	4, 198.38			257.38	257.38	6, 771.08
El Dara	992.99	726.24					22, 073.39
Eldorado	11, 437.79	23, 854.42			964.08	964.08	755.15
Eldred	1, 348.79	1, 579.70			15, 837.59	15, 837.59	19, 454.62
Elgin	82, 403.17	243, 758.70	10, 771.66	7, 167.71	89, 854.40	146, 367.36	2, 928.49
Elizabeth		3, 832.62	3, 832.62			3, 832.62	179, 794.51
Elizabethtown	7, 756.26	3, 090.46					
Elkhart	5, 543.59	2, 226.41					10, 846.72
Elkville	10, 731.38	4, 951.13			3, 224.83	3, 224.83	4, 545.17
Elliott	5, 477.23	1, 786.44		1, 880.00	2, 912.47	4, 792.47	10, 890.04
Ellis Grove	5, 695.07	1, 367.65		120.41	1, 983.19	2, 103.60	5, 160.07
Ellisville	538.19	832.24					7, 062.72
Ellsworth	374.44	1, 054.91			1, 157.40	1, 180.54	189.89
Elmhurst	21, 973.05	150, 240.49					1, 429.35
Elmwood	23, 356.75	8, 550.48			17, 675.00	93, 926.02	78, 287.52
Elmwood Park	54, 970.99	114, 257.43			9, 502.98	9, 502.98	22, 404.25
El Paso		9, 637.20			14, 917.90	25, 979.44	143, 248.98
Elsah	223.57	2, 756.53			1, 915.23	3, 556.41	6, 080.79
Elvaston	519.67	1, 261.64			1, 642.47	1, 816.47	1, 163.63
Elwood	3, 627.86	2, 226.41			1, 344.85	1, 344.85	436.46
Emden	2, 719.36	2, 152.18			3, 641.00	3, 641.00	2, 213.27
Emmington	4, 220.07	795.16			4, 000.00	4, 000.00	871.54
Energy	1, 911.81	2, 666.41					5, 015.23
Enfield	6, 803.40	4, 802.70			2, 874.96	2, 874.96	1, 703.26
Equality	7, 482.17	4, 399.80			4, 680.30	4, 086.59	7, 519.51
Erie	7, 592.79	6, 255.19			5, 197.00	5, 197.00	6, 684.97
Essex	2, 236.71	1, 505.49			2, 000.00	2, 000.00	11, 827.98
Eureka	6, 250.35	12, 547.42			1, 909.24	2, 027.15	1, 715.05
Evanson	743, 417.83	397, 356.52			2, 994.69	5, 698.15	13, 099.62
Evansville	15, 103.55	4, 352.11			38, 065.14	418, 230.36	722, 543.99
Evergreen Park	79, 885.42	94, 601.07					19, 455.66
Ewing	1, 856.85	1, 749.31			13, 163.41	106, 836.61	67, 649.88
Exeter	870.87	567.23			2, 224.47	2, 224.47	1, 381.69
Fairbury	20, 330.14	12, 897.28			383.35	402.52	1, 035.58
Fairfield		31, 949.99			623.14	796.80	32, 430.62
Fairmont City	15, 873.65	12, 107.46				17, 345.96	14, 604.03
			687.16	1, 435.72	5, 855.71	25, 980.08	2, 001.03

DIVISION OF HIGHWAYS

TABLE 56.—Continued.

Municipality	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for						Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Con-struction	Right-of-way	Engineering	Municipal Indebted-ness	Mainte-nance	Miscellaneous and Treasurer's Fees		
Fairmount	2,479.25	3,276.01	5,755.26	---	---	---	---	500.00	---	500.00	5,255.26
Fairview	3,354.03	3,010.95	3,364.98	---	---	---	---	2,983.25	29.83	3,013.08	351.90
Farina	2,418.97	4,171.87	6,590.84	---	---	---	---	4,365.57	---	4,365.57	2,225.27
Farmer City	10,832.91	9,287.33	20,120.24	---	---	---	---	8,317.39	---	8,317.39	11,802.85
Farmersville	12,770.49	2,570.97	3,341.46	---	---	---	---	3,300.00	---	3,300.00	41.46
Farmington	12,830.84	14,052.90	26,883.74	---	---	---	7,332.00	---	---	7,332.00	19,551.74
Fayetteville	178.09	1,298.75	1,476.84	---	---	---	---	1,246.26	---	1,246.26	230.58
Ferris	310.59	1,198.02	1,508.61	---	---	---	---	1,231.80	---	1,231.80	276.81
Fidelity	722.96	832.26	1,555.22	---	---	50.00	---	1,261.94	---	1,311.94	243.28
Fieldon	2,183.29	1,325.23	3,508.52	---	---	---	---	1,901.38	---	1,901.38	1,607.14
Fillmore	1,874.29	2,035.63	3,909.92	---	---	---	---	1,702.37	34.05	1,736.42	2,173.50
Findlay	1,477.62	3,604.65	5,082.27	---	---	---	---	2,900.00	---	2,900.00	2,182.27
Fisher	3,093.02	4,739.07	7,832.09	---	---	---	---	3,641.56	36.42	3,677.98	4,154.11
Fithian	1,473.00	2,194.59	3,667.59	---	---	---	---	---	---	---	3,667.59
Flanagan	7,852.22	3,562.26	11,414.48	9,162.45	---	---	---	---	---	9,162.45	2,252.03
Flat Rock	175.23	2,957.93	3,133.16	---	---	---	---	---	---	---	3,133.16
Flora	4,489.38	27,856.65	32,346.03	1—6,820.67	---	1—481.96	23,422.08	8,935.95	---	25,055.40	7,290.63
Florence	234.98	567.22	802.20	---	---	---	---	---	---	---	802.20
Flossmoor	22,334.04	17,040.75	39,374.79	14,990.12	---	---	---	---	---	14,990.12	24,384.67
Forest City	4,549.82	1,473.66	6,023.48	---	---	---	---	1,171.87	---	1,171.87	4,851.61
Forest Park	53,719.85	79,350.45	133,070.30	71,820.30	---	1,393.57	---	18,682.00	---	91,895.87	41,174.43
Forest View	6,677.11	3,179.50	9,856.61	---	---	---	---	---	---	---	9,856.61
Forrest	3,463.87	5,513.01	8,976.88	---	---	299.54	3,000.00	4,662.08	---	7,961.62	1,015.26
Forreston	4,711.95	5,555.44	10,267.39	982.40	---	436.05	---	3,957.14	---	5,375.59	4,891.80
Fox Lake	25,403.83	11,863.59	37,267.42	---	---	---	---	120.00	---	120.00	37,147.42
Fox River Grove	6,564.26	6,960.19	13,524.45	1,263.60	---	170.94	---	---	---	1,434.54	12,089.91
Frankfort	7,258.57	3,631.16	10,889.73	---	---	---	---	---	---	---	10,889.73
Franklin	900.44	2,321.83	3,222.27	---	---	---	---	---	---	---	3,222.27
Franklin Grove	10,513.01	3,928.03	14,441.04	---	---	444.85	2,640.00	7,414.10	---	10,498.95	3,942.09
Franklin Park	81,146.04	66,352.43	147,498.47	---	---	---	---	---	---	---	147,498.47
Freeburg	13,672.81	8,804.95	22,477.76	5,545.66	---	1,043.07	---	5,832.50	---	12,421.23	10,056.53
Freemanspur	5,070.13	2,390.76	7,460.89	---	---	---	---	---	---	---	7,460.89
Freeport	40,727.27	119,097.22	159,824.49	86,297.40	---	2,096.10	---	11,135.78	---	99,529.28	60,295.21
Fulton	52,231.50	14,344.46	66,575.96	45,955.05	---	1—281.79	---	4,315.73	---	49,988.99	16,586.97
Fults	2,175.80	636.13	2,811.93	---	---	45.00	---	1,915.37	---	1,960.37	851.56
Galatia	14,857.70	4,945.82	19,803.52	2,783.15	---	300.60	---	5,650.96	---	8,734.71	11,068.81
Galena	55,675.80	24,638.99	80,314.79	---	---	---	---	8,216.65	---	8,216.65	72,098.14

Galesburg	77, 262.88	166, 583.45	243, 846.33	145, 552.47		9, 252.92	49, 193.05	5, 000.00		208, 998.44	34, 847.89
Galva	5, 542.84	15, 298.64	20, 841.48					8, 869.03		8, 869.03	11, 972.45
Gardner	8, 697.70	5, 200.28	13, 897.98	2, 901.80		322.09		3, 058.23		6, 282.12	7, 615.86
Garrett	980.66	1, 129.10	2, 109.76					1, 819.85		1, 819.85	1, 289.91
Gays	1, 801.91	1, 383.57	3, 185.48					2, 104.00		2, 104.00	1, 081.48
Geneseo		22, 926.75	22, 926.75	20, 527.05		1, 250.00				21, 777.05	1, 149.70
Geneva	53, 983.63	29, 488.11	83, 471.74	17, 196.02		1, 625.00				18, 821.02	64, 650.72
Georgetown	21, 741.15	10, 670.88	10, 670.88	3, 002.62				2, 687.10		5, 689.72	4, 981.16
German town	6, 796.54	17, 461.44	39, 202.59					13, 075.77		13, 075.77	26, 126.82
German Valley	849.49	4, 516.45	11, 312.99					999.04		999.04	10, 313.95
Gibson	11, 525.71	1, 092.00	1, 941.49	1, 900.00						1, 900.00	41.49
Gifford	1, 623.37	16, 056.67	27, 582.38	1--186.29		812.34	4, 467.50	19, 230.22		24, 323.77	3, 258.61
Gilberts	4, 143.10	2, 740.62	4, 363.99					2, 700.00		2, 700.00	1, 663.99
Gillespie	18, 120.18	21, 760.54	5, 113.18	3, 066.88						11, 840.00	5, 113.18
Gilman	3, 550.55	8, 492.19	39, 880.72								28, 040.72
Girard	7, 362.09	9, 223.70	12, 042.74								12, 042.74
Gladstone	5, 115.04	9, 223.70	16, 585.79								9, 635.79
Glasford	1, 290.38	1, 802.33	6, 917.37	1--107.44		133.60		6, 950.00		6, 950.00	4, 312.00
Glasgow	1, 226.23	4, 887.52	6, 177.90			150.00	2, 870.00	2, 626.88		2, 605.37	531.02
Glen Carbon	7, 339.87	6, 837.58	2, 063.81		4, 700.00					5, 646.88	2, 063.81
Glencoe	31, 626.07	45, 837.61	13, 573.84					4, 474.97		9, 174.97	4, 398.87
Glen Ellyn	19, 631.96	64, 401.67	77, 463.68					7, 456.66		7, 456.66	70, 007.02
Glenview	44, 152.12	59, 306.33	84, 033.63	36, 441.77		2, 118.13		25, 180.60		63, 740.50	20, 293.13
Glenwood	8, 429.23	4, 039.36	103, 458.45	49, 837.59		13, 688.31		16, 717.55		80, 243.45	23, 215.00
Godley	313.26	540.70	12, 468.59					3, 149.57		3, 149.57	9, 319.02
Golconda	7, 957.17	5, 650.85	853.96								853.96
Golden	3, 837.74	2, 714.07	13, 608.02								13, 608.02
Golden Gate	2, 400.59	1, 054.93	6, 551.81					3, 253.68		3, 253.68	3, 298.13
Golf	4, 520.25	1, 712.22	3, 455.52	1, 684.66		591.11		37.00		2, 312.77	1, 142.75
Good Hope	3, 477.83	2, 077.99	6, 232.47								6, 232.47
Goreville	4, 317.58	3, 079.88	5, 555.82					3, 355.70		3, 355.70	2, 200.12
Gorham	2, 746.16	2, 369.53	7, 397.46					496.76		496.76	6, 900.70
Grafton	11, 325.85	5, 921.20	5, 115.69					1, 216.47	24.83	1, 241.30	3, 874.39
Grand Ridge		17, 247.05	17, 247.05								17, 247.05
Grand Tower	7, 965.42	2, 809.52	2, 809.52	797.63						797.63	2, 011.89
Grandview	18, 478.05	5, 104.84	13, 070.26					1, 079.00		1, 079.00	11, 991.26
Granite City	117, 513.13	8, 462.85	26, 940.90					10, 325.02		10, 325.02	16, 615.88
Grantfork	2.69	181, 235.39	298, 748.52	96, 724.95		44, 673.69	55, 200.00	21, 857.16		218, 455.80	80, 292.72
Grant Park	791.74	858.76	861.45								861.45
Granville	7, 855.47	2, 989.75	3, 781.49					238.40		250.00	3, 531.49
Grays Lake		5, 324.04	13, 179.51			11.60	7, 657.50			7, 657.50	5, 522.01
Grayville	16, 319.10	14, 333.85	14, 333.85			193.18		3, 726.28		3, 919.46	10, 414.39
Greenfield	7, 697.95	13, 045.71	29, 364.81			566.00		9, 972.32		10, 538.32	18, 826.49
Green Rock	7, 600.09	5, 232.06	12, 930.01			200.00		9, 791.07		9, 991.07	2, 938.94
Greenup	7, 053.36	9, 928.76	17, 528.85				4, 505.00			4, 505.00	13, 023.85
Green Valley	3, 378.61	7, 209.33	14, 262.69					8, 050.00		8, 050.00	6, 212.69
Greenview	5, 816.41	2, 666.40	6, 045.01					370.94		370.94	5, 674.07
		4, 214.27	10, 030.68					4, 565.85		4, 565.85	5, 464.83

DIVISION OF HIGHWAYS

TABLE 56.—Continued.

Municipality	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for						Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Con-struction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Miscellaneous and Treasurer's Fees		
Greenville	32,850.47	22,470.87	55,321.34	2,845.83		245.00	10,485.00	4,137.90		14,867.90	40,453.44
Gridley	4,186.74	4,330.90	8,517.64			294.92		5,376.89		8,517.64	
Griggsville	3,817.22	6,355.86	10,173.08				1,050.45	2,509.06	25.09	3,584.60	6,588.48
Gulf Port	3,456.46	1,229.82	4,686.28	15.23		1—24.23		2,659.00		2,650.00	2,036.28
Gurnee	6,408.97	8,439.15	14,848.12	1—,01		784.78		1,835.24		2,620.01	12,228.11
Hainesville	1,432.39	8,816.35	2,248.74								2,248.74
Hamburg	1,162.75	1,192.72	2,355.47			112.00		1,888.00		2,000.00	355.47
Hamel	923.32	1,754.62	2,677.94								2,677.94
Hamilton		9,414.54	9,414.54					7,232.50		7,232.50	2,182.04
Hamletsburg	5,522.35	694.45	6,216.80		3,500.00					3,500.00	2,716.80
Hammond	3,295.23	2,146.92	5,442.15					3,448.03		3,448.03	1,994.12
Hampshire	15,083.39	5,141.96	20,225.35								20,225.35
Hampton	7,568.78	3,742.50	11,311.28			209.77		2,380.63		2,590.40	8,720.88
Hanaford	3,674.44	1,484.29	5,158.73					3,877.12	116.31	3,993.43	1,165.30
Hann a City	2,746.42	3,556.95	6,303.37					3,891.73		3,891.73	2,411.64
Hanover	2,579.73	8,709.52	11,289.25								11,289.25
Hardin	7,816.12	5,332.80	13,148.92			400.00	1,000.00	8,065.00		9,465.00	3,683.92
Harmon	1,375.93	1,102.59	2,478.52								2,478.52
Harrisburg	71,108.26	58,305.54	129,413.80	66,350.39		4,756.53		816.81		71,923.73	57,490.07
Hartford	9,429.04	10,119.58	19,548.62			200.00		8,059.60	165.19	8,424.79	11,123.83
Hartsburg	1,194.64	1,298.74	2,493.38					1,874.75		1,874.75	618.63
Harvard	3,664.94	18,560.81	22,225.75			238.00		8,418.53		8,656.53	13,569.22
Harvel	2,572.38	1,595.62	4,168.00					2,401.63		2,401.63	1,766.37
Harvey		125,707.56	125,707.56	112,910.16		8,637.21		4,160.19		125,707.56	
Harwood Heights	16,386.12	3,472.14	19,858.26								19,858.26
Havana	66,096.91	23,213.02	89,309.93		1,000.00	140.00		10,069.88		11,209.88	78,100.05
Hazel Crest	30,549.11	22,804.32	53,353.43			189.66		3,193.20		3,382.86	49,970.57
Heber	5,032.34	3,689.48	8,721.82			223.35		4,369.98		4,593.33	4,128.49
Hecker	2,486.62	1,081.39	3,568.01					921.31		921.31	2,646.70
Heiderson	893.79	879.96	1,773.75					1,200.00		1,200.00	573.75
Henning	4,412.95	1,653.91	6,066.86			141.66		2,821.07		2,962.73	3,104.13
Henry	1,079.54	1,500.17	2,579.71					2,243.93		2,243.93	335.78
Herrick	7,290.72	10,421.73	17,712.45			339.11	6,225.00	5,651.77		12,215.88	5,496.57
	1,414.85	2,936.76	4,351.61					3,550.00		3,550.00	801.61

Herrin	82, 131.44	49, 463.48	131, 594.92	78, 470.45	476.00	18, 670.80	11, 740.29	109, 357.54	22, 237.38
Herschler	519.39	2, 730.00	3, 249.39	1, 893.22	87.25		1, 049.17	3, 029.64	2, 219.75
Hettick	796.13	1, 420.66	2, 216.79	2, 715.03	255.09		2, 066.50	5, 036.62	2, 216.79
Heyworth	9, 113.35	5, 682.66	14, 796.01	10, 042.50	562.00			10, 604.50	9, 759.39
Hickory Hills	5, 117.37	6, 050.63	11, 168.00					838.15	563.50
Hidalgo	319.12	885.25	1, 204.37					2, 959.76	366.22
Highland	84, 132.81	22, 704.12	106, 836.93		140.94			2, 959.76	103, 877.17
Highland Park	331, 488.88	108, 564.17	440, 053.05	1-161.81	1, 560.44		2, 818.82	1, 398.63	438, 654.42
Highwood	22, 671.47	21, 845.35	44, 516.82		1, 800.00			1, 800.00	42, 716.82
Hillsboro		21, 951.37	21, 951.37	11, 914.43	1, 175.00		9, 861.94	21, 951.37	
Hillsdale	1, 612.52	2, 258.23	3, 870.75	2, 160.85	193.35			2, 354.20	1, 516.55
Hillside	31, 601.66	23, 085.76	54, 687.42		100.00	22, 146.25		22, 146.25	32, 541.17
Hillview	997.75	2, 221.10	3, 218.85				2, 120.44	2, 220.44	998.41
Hinckley	7, 786.69	4, 102.96	11, 889.65						11, 889.65
Hindsboro	555.87	1, 998.46	2, 554.33				1, 956.20	1, 956.20	598.13
Hinsdale	33, 427.03	60, 028.34	93, 455.37	1-434.16	3, 371.35		27, 496.08	30, 433.27	63, 022.10
Hodgkins	8, 067.16	5, 422.93	13, 490.09						13, 490.09
Hoffman	2, 811.89	853.46	3, 665.35				857.04	857.04	2, 808.31
Hollowayville	534.76	471.80	1, 006.56						1, 006.56
Homer	3, 825.26	5, 460.00	9, 285.26			975.00		3, 895.92	5, 389.34
Homertown	37, 858.49	35, 500.68	73, 359.17	41, 997.70	3, 583.72		2, 892.00	54, 568.26	18, 790.91
Homewood	95, 528.44	56, 259.36	151, 787.80	1, 135.27	743.05		8, 986.84	18, 608.82	133, 178.98
Hoopeston	19, 393.93	31, 763.51	51, 157.44	35, 432.12	4, 178.03		6, 968.00	46, 578.15	4, 579.29
Hooppole	752.31	1, 033.70	1, 786.01						1, 786.01
Hopedale	4, 886.41	3, 042.78	7, 929.19	7, 500.00	100.00		1, 944.02	7, 500.00	429.19
Hoyleton	2, 614.60	2, 449.05	5, 063.65		97.60		1, 777.37	2, 044.02	3, 019.63
Hudson	77.94	1, 797.03	1, 874.97					1, 874.97	
Huey	872.39	927.67	1, 800.06				960.06	974.46	825.60
Hull	4, 084.78	2, 592.18	6, 676.96				3, 694.07	3, 767.95	2, 076.34
Humboldt	512.56	1, 563.78	2, 076.34						1, 675.06
Hume	3, 200.22	2, 374.84	5, 575.06					3, 900.00	2, 673.61
Humphrey	2, 893.10	3, 143.48	6, 036.58					3, 362.97	8, 492.57
Huntley	12, 873.54	4, 399.81	17, 273.35	6, 897.40	746.58		1, 136.80	8, 780.78	6, 929.16
Hurst	7, 392.99	4, 548.27	11, 941.26		453.22		4, 558.88	5, 012.10	5, 126.46
Hutsonville	8, 554.71	3, 429.74	11, 984.45		495.75	1, 431.25	4, 930.99	6, 857.99	4, 623.99
Illtopolis	8, 432.40	4, 415.72	12, 848.12				8, 105.42	8, 224.13	1, 905.18
Ina	1, 165.34	2, 290.01	3, 455.35				1, 519.77	1, 550.17	4, 445.17
Indianola	4, 477.17	2, 078.00	6, 555.17				2, 110.00	2, 110.00	6, 308.38
Industry	3, 679.07	2, 629.31	6, 308.38						239.86
Iola	1, 011.72	1, 129.11	2, 140.83				1, 900.97	1, 900.97	9, 400.90
Ipava	5, 865.14	3, 535.76	9, 400.90						2, 738.64
Iroquois	1, 508.79	1, 229.85	2, 738.64						2, 785.75
Irving	2, 742.37	2, 857.23	5, 599.60				2, 813.85	2, 948.19	3, 317.73
Irvington	4, 256.86	2, 009.06	6, 265.92		75.00		2, 815.38	2, 702.93	
Irwin	2, 252.35	450.58	2, 702.93		19.89			1, 559.39	6, 055.79
Island Lake	1, 047.27	6, 567.91	7, 615.18					17, 992.70	6, 835.87
Itasca	13, 744.22	11, 084.35	24, 828.57	15, 502.45	2, 202.96				
Iuka		2, 385.45	2, 885.45					2, 385.45	
Ivesdale	1, 764.12	2, 157.50	3, 921.62					1, 000.00	2, 921.62
Jacksonville	57, 847.04	114, 199.10	172, 046.14	12, 610.85		54, 323.37	15, 848.12	83, 982.34	88, 063.80
Jeffersonville	4, 265.17	1, 728.12	5, 993.29				1, 813.47	1, 813.47	4, 179.82
Jeisyville	493.97	1, 054.92	1, 548.89				1, 249.37	1, 249.37	299.52

Knoxville	12, 457.48	11, 709.88	24, 167.36	575.00	9, 000.00	9, 575.00	14, 592.36
Lacon	11, 839.15	10, 707.98	22, 547.13	1, 103.17	1, 382.13	13, 113.24	9, 433.89
Ladd	3, 499.18	6, 488.41	9, 987.59	433.13	119.54	1, 176.89	8, 810.70
La Fayette	253.57	1, 595.61	1, 849.18		1, 557.58	1, 557.58	291.60
La Grange	13, 027.19	69, 050.65	82, 077.84	4, 346.10	37, 412.97	41, 030.42	41, 047.42
La Grange Park	8, 086.81	54, 716.76	62, 803.57	2, 379.30		62, 803.57	
La Harpe	1, 100.48	6, 864.76	7, 965.24		7, 275.20	7, 275.20	690.04
Lake Bluff	17, 952.85	13, 172.95	31, 125.80	1, 580.00		1, 580.00	29, 545.80
Lake Forest	94, 448.08	47, 512.73	141, 960.81	1, 150.00	6, 281.00	64, 325.59	77, 635.22
Lake in the Hills	4, 540.73	5, 004.13	9, 544.86				9, 544.86
Lakemoor	1, 509.11	3, 482.75	4, 991.86				4, 991.86
Lake Villa	4, 427.53	4, 368.02	8, 795.55	6.00	120.00	126.00	8, 669.55
Lakewood	7, 762.21	2, 083.29	9, 845.50				9, 845.50
Lake Zurich	10, 730.41	12, 306.54	23, 036.95		4, 636.45	4, 868.27	18, 168.68
La Moille	6, 003.59	2, 676.99	8, 680.58	231.82		4, 987.38	3, 693.20
Lanark	14, 765.96	7, 204.05	21, 970.01	1, 356.36		1, 356.36	20, 613.65
Lansing	24, 696.84	69, 774.46	94, 471.30	3, 564.19		5, 027.57	89, 443.73
La Prairie	805.15	752.75	1, 557.90	1, 463.38	700.45	700.45	857.45
La Rose	709.56	943.57	1, 653.13				1, 653.13
La Salle	3, 753.85	64, 051.79	67, 805.64	6, 121.44		67, 805.64	
Latham	2, 313.71	2, 051.47	4, 365.18				4, 365.18
Lawrenceville	42, 353.16	33, 544.62	75, 897.78	4, 815.24	484.00	8, 956.65	66, 941.13
Leaf River		2, 353.64	2, 353.64	635.66	74.33	1, 735.92	617.72
Lebanon	23, 074.87	12, 812.47	35, 887.34	110.00	5, 410.12	5, 520.12	30, 367.22
Lee	3, 521.85	1, 330.54	4, 852.39				4, 852.39
Leland		2, 846.63	2, 846.63		35.38	35.38	2, 811.25
Leland Grove	17, 610.33	7, 182.84	24, 793.17		4, 447.00	4, 447.00	20, 346.17
Lemont	33, 356.69	14, 614.83	47, 971.52	2, 132.40		2, 132.40	45, 839.12
Lena	11, 295.20	6, 504.31	17, 799.51				17, 799.51
Lenzburg	1, 065.89	2, 284.72	3, 350.61		1, 581.81	1, 581.81	1, 768.80
Leonore	545.79	1, 081.39	1, 627.18		900.50	900.50	726.68
Lerna	1, 785.26	1, 611.51	3, 396.77		2, 535.38	2, 535.38	810.68
LeRoy	488.58	9, 647.80	10, 136.38		6, 159.11	6, 159.11	3, 977.27
Lewistown	14, 964.80	13, 941.58	28, 906.38		4, 979.88	23, 017.52	5, 888.86
Lexington	9, 556.82	6, 260.45	15, 817.27	4, 735.42	1, 142.60	1, 142.60	15, 817.27
Liberty	2, 378.96	911.76	3, 290.72	184.38			2, 148.12
Libertyville	40, 862.58	34, 779.75	75, 642.33		21, 683.95	21, 683.95	53, 958.38
Lilly Lake	129.71		129.71				129.71
Lima	2, 987.87	816.37	3, 804.24	2, 353.78		2, 816.22	988.02
Lincoln	32, 855.46	76, 132.73	108, 988.19	10, 523.00	18, 467.08	108, 170.56	817.63
Lincolnwood	80, 359.29	42, 647.26	123, 006.55				123, 006.55
Lisbon	885.91	970.08	1, 855.99				1, 855.99
Litchfield	38, 632.12	38, 209.52	76, 841.64		20, 419.00	32, 746.24	44, 095.40
Littleton	2, 402.89	1, 139.71	3, 542.60	581.00	2, 390.56	2, 335.34	1, 207.26
Little York	590.05	1, 717.52	2, 307.57		824.05	824.05	1, 483.52
Livingston	1, 063.05	5, 295.68	6, 358.73		4, 936.88	4, 936.88	1, 421.85
Loami	4, 577.90	2, 327.14	6, 905.04		3, 285.73	3, 285.73	3, 619.31
Lockport	42, 814.75	31, 350.02	74, 164.77	2, 665.00	4, 189.65	49, 567.88	24, 596.89
Loda	1, 294.33	2, 963.25	4, 257.59				4, 257.59

Marissa	7, 695.68	8, 757.22	16, 452.90	---	---	5, 786.19	4, 623.38	---	177.66	---	---	10, 587.23	5, 865.67
Mark	317.70	2, 380.13	2, 697.83	---	---	---	---	---	1, 867.73	---	---	1, 867.73	830.10
Markham	13, 906.32	20, 938.90	34, 845.22	---	---	521.55	---	---	9, 042.55	---	---	9, 564.10	25, 281.12
Maroa	5, 392.08	5, 831.07	11, 223.15	---	---	60.00	---	---	1, 246.25	---	---	1, 306.25	9, 916.90
Marquette Hts.	---	2, 879.85	2, 879.85	---	---	---	---	---	1, 200.00	---	---	1, 200.00	1, 679.85
Marseilles	17, 487.39	23, 928.64	41, 416.03	38, 833.77	---	---	---	---	982.26	---	---	41, 416.03	---
Marshall	2, 038.51	17, 111.59	19, 150.10	9, 721.19	---	---	---	---	7, 138.91	---	---	17, 752.49	1, 397.61
Martinsville	---	7, 633.42	7, 633.42	---	---	---	---	---	4, 860.73	---	---	5, 337.06	2, 296.36
Martinton	1, 828.86	1, 547.89	3, 376.75	---	---	---	---	---	217.95	---	---	2, 268.81	3, 158.80
Maryville	1, 132.22	2, 857.23	3, 989.45	---	---	---	---	---	2, 157.43	45.38	---	1, 720.64	1, 720.64
Mascoutah	---	17, 763.59	17, 763.59	6, 733.28	---	---	---	---	6, 084.19	---	---	12, 817.47	4, 946.12
Mason	348.95	1, 733.43	2, 082.38	---	---	---	---	---	1, 729.67	---	---	1, 729.67	352.71
Mason City	27, 223.80	10, 623.18	37, 846.98	---	---	---	---	---	7, 933.85	---	---	8, 013.85	29, 833.13
Mathersville	2, 061.03	3, 127.59	5, 188.62	---	---	---	---	---	439.82	8.80	---	4, 448.62	4, 740.00
Matteson	16, 019.38	9, 944.64	25, 964.02	---	---	---	---	---	20, 000.00	---	---	4, 062.50	21, 901.52
Mattoon	5, 287.41	95, 306.38	100, 593.79	67, 195.07	---	---	---	---	2, 256.03	---	---	97, 905.07	2, 688.72
Maunie	1, 855.25	2, 184.01	4, 039.26	---	---	---	---	---	---	90.24	---	2, 346.27	1, 692.99
Mazon	---	145, 633.93	145, 633.93	34, 168.70	---	---	---	---	---	---	---	46, 104.73	99, 529.20
Mazon	880.41	3, 106.37	3, 986.78	3, 048.40	---	---	---	---	---	---	---	3, 270.72	716.06
McCook	3, 300.60	11, 026.05	16, 351.11	1-7, 000.00	---	---	---	---	---	---	---	---	5, 214.26
McHenry	5, 325.06	1, 913.66	3, 535.77	369.54	---	---	---	---	---	---	---	5, 168.34	11, 182.77
McLean	---	3, 535.77	3, 535.77	---	---	---	---	---	2, 325.82	---	---	3, 251.16	284.61
McLeansboro	31, 632.37	15, 945.37	47, 577.74	---	---	---	---	---	10, 345.42	---	---	10, 853.52	36, 724.22
Mechanicsburg	2, 548.03	2, 459.67	5, 007.70	---	---	---	---	---	254.67	---	---	254.67	4, 753.03
Media	1, 000.55	784.54	1, 785.09	---	---	---	---	---	1, 638.50	---	---	1, 638.50	146.59
Medora	113.96	2, 290.00	2, 403.96	---	---	---	---	---	2, 069.67	---	---	2, 069.67	334.29
Melrose Park	79, 200.85	84, 889.97	164, 090.82	19, 980.34	---	---	---	---	19, 820.00	---	---	41, 062.79	123, 028.03
Melvin	3, 929.02	2, 836.02	6, 765.04	---	---	---	---	---	---	---	---	---	6, 765.04
Mendon	4, 793.82	3, 313.12	8, 106.94	---	---	---	---	---	---	---	---	---	7, 748.47
Mendota	5, 869.58	27, 188.76	33, 058.34	9, 428.55	---	---	---	---	358.47	---	---	26, 116.26	6, 942.08
Menominee	---	699.74	699.74	685.74	---	---	---	---	---	14.00	---	699.74	---
Mercedosia	1, 480.17	4, 982.93	6, 463.10	---	---	---	---	---	5, 864.63	---	---	5, 864.63	598.47
Merrionette Park	15, 969.24	12, 351.32	28, 320.56	17, 784.80	---	---	---	---	1, 973.32	---	---	24, 591.72	3, 728.84
Metamora	---	7, 949.92	7, 949.92	6, 477.31	---	---	---	---	1-664.25	---	---	6, 493.45	1, 456.47
Metcalf	3, 195.56	1, 653.90	4, 849.46	---	---	---	---	---	3, 051.15	---	---	3, 051.15	1, 798.31
Metropolis	67, 064.27	41, 262.87	108, 327.14	---	---	---	---	---	4, 224.30	---	---	57, 734.51	50, 592.63
Middlebury	---	742.14	742.14	---	---	---	---	---	724.27	---	---	724.27	17.87
Middletown	3, 942.90	2, 544.46	6, 487.36	---	---	---	---	---	3, 532.05	---	---	3, 532.05	2, 955.31
Midlothian	32, 009.01	23, 027.47	55, 036.48	23, 957.83	---	---	---	---	11, 396.25	---	---	37, 855.44	17, 181.04
Milan	14, 853.13	9, 207.81	24, 060.94	---	---	---	---	---	---	---	---	---	24, 060.94
Milford	19, 208.29	8, 736.02	27, 944.31	21, 031.75	---	---	---	---	---	---	---	22, 754.60	5, 189.71
Mill Creek	215.28	673.22	888.50	---	---	---	---	---	---	---	---	---	888.50
Milledgeville	2, 086.87	5, 534.23	7, 621.10	---	---	---	---	---	---	---	---	---	7, 621.10
Millington	---	1, 431.26	1, 431.26	---	---	---	---	---	1, 431.26	---	---	1, 431.26	---
Mill Shoals	1, 343.19	2, 210.51	3, 553.70	---	---	---	---	---	2, 700.97	---	---	2, 700.97	852.73
Millstadt	11, 385.07	8, 301.34	19, 686.41	2, 655.00	---	---	---	---	6, 998.13	---	---	9, 653.13	10, 033.28
Milton	2, 444.01	1, 786.44	4, 230.45	---	---	---	---	---	587.38	---	---	587.38	3, 643.07
Mineral	6, 673.45	1, 452.48	8, 125.93	---	---	---	---	---	6, 364.03	---	---	6, 948.87	1, 177.06

DIVISION OF HIGHWAYS

TABLE 56.—Continued.

Municipality	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for						Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Construction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Miscellaneous and Treasurer's Fees		
Minier-----	349.84	4,134.78	4,484.62	1—91.70	-----	83.15	-----	2,094.00	-----	2,085.45	2,399.17
Minonk-----	8,083.35	10,363.45	18,446.80	1—38.10	-----	138.35	-----	2,201.32	-----	2,301.57	16,145.23
Minooka-----	2,990.42	1,956.08	4,946.50	-----	-----	-----	-----	-----	-----	-----	4,946.50
Modesto-----	1,122.14	1,229.82	2,351.96	-----	-----	-----	-----	-----	-----	-----	2,351.96
Mokena-----	9,762.46	5,740.98	15,503.44	-----	-----	-----	-----	-----	-----	-----	15,503.44
Moline-----	-----	211,758.83	211,758.83	94,108.69	-----	851.35	-----	-----	-----	94,960.04	116,798.79
Momence-----	1,342.47	14,015.82	15,358.29	1—720.99	-----	20.05	9,016.72	700.94	-----	9,016.72	6,341.57
Monroe-----	3,460.58	2,936.75	6,397.33	-----	-----	-----	-----	733.80	-----	733.80	5,663.53
Monmouth-----	27,454.88	54,032.95	81,487.83	50,976.05	-----	3,389.26	-----	11,723.30	-----	66,088.61	15,399.22
Monsanto-----	7,417.34	1,892.46	9,309.80	-----	-----	-----	-----	-----	-----	-----	9,309.80
Montgomery-----	5,273.70	9,117.68	14,391.38	-----	-----	-----	-----	-----	-----	-----	13,063.08
Monticello-----	13,226.04	13,846.17	27,072.21	-----	-----	-----	21,800.00	1,328.30	-----	1,328.30	13,063.08
Montrose-----	912.37	1,638.00	2,550.37	-----	-----	-----	-----	2,169.58	-----	2,169.58	5,272.21
Morris-----	3,126.80	36,714.63	39,841.43	22,681.85	-----	2,027.91	7,877.50	5,446.11	-----	38,033.37	1,808.06
Morrison-----	46,053.98	18,717.78	64,771.76	20,997.35	-----	1,441.55	19,988.65	-----	-----	42,427.55	22,344.21
Morrisonville-----	6,068.73	6,265.75	12,334.48	-----	-----	-----	-----	8,485.76	-----	8,485.76	3,848.72
Morton-----	9,539.19	19,576.52	29,115.71	-----	-----	-----	9,707.05	-----	-----	9,707.05	19,408.66
Morton Grove-----	57,694.28	61,162.76	118,857.04	5,000.00	-----	-----	-----	-----	-----	5,000.00	113,857.04
Mound City-----	22,336.12	11,487.24	33,823.36	31,423.36	-----	2,400.00	-----	-----	-----	33,823.36	-----
Mound Station-----	787.82	11,975.35	1,763.17	-----	-----	-----	-----	1,073.80	-----	1,073.80	689.37
Mounds-----	22,606.49	10,607.28	33,213.77	1,122.14	2,400.00	3,897.88	-----	1,780.00	-----	9,200.02	24,013.75
Mount Clare-----	5,636.25	1,378.27	7,014.52	-----	-----	-----	-----	-----	-----	-----	7,014.52
Mount Prospect-----	20,945.31	45,639.79	66,585.10	8,404.97	-----	758.90	-----	6,192.30	-----	15,356.17	51,228.93
Moweaqua-----	1,889.61	7,818.96	9,708.57	-----	-----	-----	-----	4,752.84	-----	4,752.84	4,955.73
Mt. Auburn-----	2,942.16	2,194.59	5,136.75	-----	-----	-----	-----	2,239.72	-----	2,239.72	2,897.03
Mt. Carmel-----	28,582.03	48,910.03	77,492.06	-----	-----	1,251.45	-----	25,753.37	-----	27,004.82	50,487.24
Mt. Carroll-----	723.73	10,336.89	11,060.62	3,776.85	-----	770.26	-----	4,419.75	-----	8,966.86	2,093.76
Mt. Erie-----	357.84	789.84	1,147.68	-----	-----	-----	-----	910.09	-----	910.09	2,237.59
Mt. Morris-----	19,676.89	14,360.39	34,037.28	20,000.00	-----	-----	7,367.50	-----	-----	27,367.50	6,669.78
Mt. Olive-----	7,876.52	12,727.67	20,604.19	-----	-----	-----	-----	14,784.95	-----	14,784.95	5,819.24
Mt. Pulaski-----	12,365.07	8,089.31	20,454.38	-----	-----	-----	-----	6,000.00	-----	6,000.00	14,454.38
Mt. Sterling-----	23,444.19	11,906.03	35,350.22	-----	-----	-----	2,000.00	-----	-----	2,000.00	33,350.22
Mt. Vernon-----	95,152.10	87,278.63	182,430.73	69,742.50	-----	-----	5,628.00	13,040.25	-----	88,410.75	94,019.98
Mt. Zion-----	613.45	2,321.84	2,935.29	-----	-----	-----	-----	2,650.00	-----	2,650.00	285.29
Muddy-----	-----	503.27	503.27	-----	-----	-----	-----	-----	-----	-----	503.27
Mulberry Grove-----	5,174.05	3,774.29	8,948.34	-----	-----	-----	-----	-----	-----	-----	8,948.34
Muncie-----	1,258.19	1,044.28	2,302.47	-----	-----	-----	-----	1,500.00	-----	1,500.00	8,802.47

Mundelein	3, 371.54	35, 116.13	500.00	16, 328.80	13, 656.99	14, 156.99	20, 959.14
Murphysboro	7, 036.41	56, 022.80				16, 328.80	39, 694.00
Murrayville	2, 146.91	2, 700.74					2, 700.74
Naperville	37, 175.79	62, 473.45	2, 108.94			25, 097.20	37, 376.25
Naplate	4, 150.66	1, 150.66	450.00			3, 440.85	37, 709.81
Naples	4, 747.45	1, 787.39			1, 348.85	1, 348.85	438.54
Nashville	12, 891.99	25, 965.02	150.00	2, 304.82	9, 125.20	11, 580.02	14, 385.00
Nason	1, 054.92	1, 130.02			9, 949.86	9, 949.86	180.16
National City	1, 097.32	2, 147.94	33.15		459.50	492.65	1, 655.29
Nauvoo	6, 583.81	9, 451.27			5, 984.48	5, 984.48	3, 466.79
Nebo	2, 189.32	3, 263.29			2, 336.27	2, 336.27	927.02
Nelson	1, 531.99	3, 537.05	243.84			243.84	3, 293.21
Neoga	5, 963.63	8, 337.81			7, 215.96	7, 215.96	1, 121.85
Neponset	2, 655.79	2, 655.79	229.72		258.28	1, 508.82	1, 146.97
Newark	2, 422.56	5, 183.36			3, 093.30	3, 093.30	2, 090.06
New Athens	8, 979.88	18, 715.17	100.00		3, 302.70	3, 402.70	15, 312.47
New Baden	7, 569.81	15, 621.46			8, 976.18	8, 976.18	6, 645.28
New Bedford	1, 282.83	4, 590.85			4, 384.58	2, 961.68	1, 629.17
New Berlin	3, 297.21	6, 733.16			545.00	4, 384.58	2, 348.58
New Boston	4, 065.85	9, 798.75			1, 305.38	1, 332.02	9, 253.75
New Burnside	1, 293.43	5, 662.07			2, 207.04	2, 207.04	4, 330.05
New Burnside	4, 368.64	4, 563.52			1, 270.69	1, 270.69	2, 356.48
New Canton	2, 183.38	2, 071.55					800.86
New Douglas	168.47	2, 342.17					7, 342.17
New Grand Chain	5, 592.86	21, 941.02					21, 941.02
New Haven	17, 599.51	3, 032.69					3, 032.69
New Holland	1, 214.45	9, 323.42					7, 648.60
New Lenox	2, 776.72	19, 111.84			1, 674.82	1, 674.82	11, 967.41
Newman	13, 068.70	2, 099.56			2, 516.38	7, 144.43	1, 456.08
New Minden	1, 251.41	4, 512.84			937.23	937.23	3, 575.61
New Salem	3, 537.47	21, 733.66				1, 886.00	19, 847.66
Newton	6, 996.93	5, 704.48			1, 143.88	1, 143.88	4, 560.60
Niantic	2, 391.36	138, 001.61	1, 786.00			20, 680.50	117, 321.11
Niles	83, 936.86	3, 786.62			1, 028.50	1, 004.46	2, 782.16
Nilwood	2, 085.01	4, 728.62			4, 378.85	4, 378.85	349.77
Noble	615.06	30, 171.67			3, 652.86	28, 345.20	1, 826.47
Nokomis	16, 685.98	2, 110.53	97.95	15, 601.40	1, 628.59	1, 628.59	41, 498.78
Nora	1, 007.92	76, 531.64			4, 560.00	35, 032.86	31, 967.49
Normal	17, 603.53	32, 006.89	2, 271.01			39.40	306.74
Norridge	12, 811.82	1, 691.02		39.40		1, 466.39	1, 594.77
Norris	82.11	1, 773.13			1, 466.39	7, 931.07	4, 725.02
Norris City	2, 263.48	9, 525.84	33.08	5, 341.20	2, 506.00	7, 641.39	8, 463.95
North Aurora	7, 484.19	12, 366.41	582.19			97, 136.47	24, 740.66
North Chicago	16, 114.50	105, 600.42	4, 927.78			7, 681.70	2, 037.56
North Chillothe	22, 074.83	32, 422.36		7, 525.00	22, 976.06	150.62	67, 255.54
North City	10, 347.53	5, 311.31				64.19	27, 982.85
Northlake	2, 591.87	87, 152.38			3, 209.56		4, 144.18
North Pekin	40, 334.08	32, 472.97	200.00	19, 896.84	4, 290.12		
North Riverside	23, 153.83	32, 709.49	2, 811.49		500.00	28, 565.31	
		25, 253.82					

DIVISION OF HIGHWAYS

TABLE 56.—Continued.

Municipality	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for						Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Con-struction	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Miscellaneous and Treasurer's Fees		
North Utica	401.44	5,221.47	5,622.91	45,162.10	---	113.23	---	1,681.01	---	1,794.24	3,828.67
Northbrook	38,907.45	43,192.41	82,099.86	11,709.35	---	---	---	---	---	45,162.10	36,937.76
Northfield	12,258.42	14,113.89	26,372.31	---	---	621.25	---	---	---	12,330.60	14,041.71
Oakford	1,474.34	1,489.58	2,963.92	---	---	---	---	109.55	---	109.55	2,854.37
Oak Forest	8,885.45	12,441.42	21,326.87	---	---	107.00	---	2,149.78	---	2,256.78	19,070.09
Oakland	3,165.49	5,194.97	8,360.46	---	---	---	---	5,176.40	---	5,176.40	3,184.06
Oak Grove Park	1,191.23	964.79	2,156.02	---	---	---	---	---	---	---	2,156.02
Oak Lawn	95,175.89	78,686.84	173,862.73	---	---	---	63,000.00	---	---	63,000.00	110,862.73
Oak Park	334,943.57	336,766.26	671,709.83	51,580.22	---	5,890.13	6,958.34	70,093.74	---	134,522.43	537,187.40
Oakwood	1,312.80	3,397.92	4,710.72	---	---	---	---	806.03	---	806.03	3,904.69
Oblong	9,120.65	8,688.30	17,808.95	---	---	---	1,641.00	6,464.39	129.29	8,234.68	9,574.27
Oconee	961.28	1,357.06	2,318.34	---	---	---	---	---	---	---	2,318.34
Odell	11,754.09	4,813.30	16,567.39	6,868.22	---	971.94	---	6,627.96	---	14,468.12	2,099.27
Odin	12,211.93	7,108.61	19,320.54	---	---	---	---	7,069.63	---	7,069.63	12,250.91
O'Fallon	35,421.21	16,019.57	51,440.78	---	---	150.00	---	7,852.00	---	8,002.00	43,438.78
Ogden	3,273.57	2,311.23	5,584.80	---	---	---	---	3,673.92	---	3,673.92	1,910.88
Oglesby	14,904.75	20,790.46	35,695.21	---	---	---	---	---	---	---	35,695.21
Ohio	6,316.12	2,973.84	9,289.96	3,500.00	---	155.72	---	2,543.82	---	6,199.54	3,090.42
Okawville	15,370.76	4,532.35	19,903.11	---	---	75.00	---	2,676.77	---	2,751.77	17,151.34
Old Marissa	1,231.50	1,060.21	2,291.71	---	---	---	---	---	---	---	2,291.71
Old Ripley	776.25	715.65	1,491.90	---	---	---	---	620.43	---	620.43	871.47
Old Shawneetown	---	617.30	617.30	---	---	---	---	---	---	---	617.30
Olmsted	10,025.57	2,783.02	12,808.59	1—496.08	---	---	---	---	---	---	7,156.67
Olney	17,085.42	45,652.07	62,737.49	17,878.68	---	832.87	13,424.90	6,148.00	---	5,651.92	13,319.81
Olympia Fields	2,479.74	848.14	3,327.88	---	---	---	---	17,281.23	---	49,417.68	2,701.90
Omaha	1,409.68	2,088.58	3,498.26	---	---	213.94	---	625.98	---	625.98	2,550.31
Onarga	11,135.44	7,712.94	18,848.38	---	---	---	---	734.01	---	947.95	18,848.38
Oneida	3,637.71	2,936.74	6,574.45	---	---	---	---	5,716.73	---	5,716.73	857.72
Oquawka	4,915.63	4,924.59	9,840.22	---	---	350.00	---	7,985.61	---	8,335.61	1,504.61
Orangeville	4,669.22	2,438.45	7,107.67	---	---	---	---	---	---	---	7,107.67
Oreana	349.66	1,139.71	1,489.37	---	---	---	---	622.06	---	622.06	867.31
Oregon	---	16,989.65	16,989.65	11,882.91	---	2,481.43	---	---	---	14,364.34	2,625.31
Orient	2,435.53	4,246.08	6,681.61	---	---	---	---	4,177.48	---	4,177.48	2,504.13
Orion	10,754.52	4,394.52	15,149.04	---	---	213.93	---	3,056.20	---	3,270.13	11,878.91
Orland Park	4,528.81	4,177.18	8,705.99	---	---	---	---	---	---	---	8,705.99
Oswego	7,859.58	6,467.19	14,326.77	1—127.50	---	391.80	---	---	---	264.30	14,062.47

Ottawa	95, 873.59	54, 439.40	877.31	2, 257.89	57, 574.60	38, 298.99
Otterville	625.52			13.37	13.37	612.15
Owaneco	1, 818.23			1, 445.00	1, 445.00	2, 103.23
Palatine	36, 031.94	5, 356.97	575.00	12, 705.89	18, 637.86	17, 394.08
Palestine	8, 423.26			616.91	5, 876.91	7, 661.99
Palmer	1, 775.84			842.89	842.89	4, 860.20
Palmyra	3, 954.53			3, 726.27	3, 954.53	
Palos Park	8, 532.37		228.26			
Pana	43, 528.50					28, 358.50
Panama	716.89		108.06	8, 499.56	8, 607.62	67, 670.35
Panola	26.57			2, 760.00	2, 815.20	658.22
Papineau	908.01			138.50	138.50	163.71
Paris	6, 611.89	41, 621.48	4, 429.56	1-836.25	45, 214.79	1, 740.25
Parkersburg	2, 135.52			1, 412.87	1, 412.87	11, 544.41
Park Forest	251, 224.02	68, 585.21	2, 954.00	42, 896.00	114, 435.21	2, 249.34
Park Ridge	115, 980.26	67, 210.70	600.00	16, 949.70	114, 260.40	262, 501.67
Patoka	3, 191.21			3, 475.41	3, 475.41	1, 719.86
Pawnee	6, 037.83		22.95	7, 941.61	7, 964.56	3, 934.97
Paw Paw	8, 718.96		167.08	2, 613.80	2, 780.88	6, 781.52
Paxton	13, 227.07			6, 511.25	21, 633.45	9, 086.87
Payson	2, 994.07			2, 683.24	2, 683.24	11, 710.86
Pearl	2, 454.10			3, 089.78	3, 151.58	2, 908.32
Pearl City		577.73			577.73	1, 804.61
Pecatonica		7, 622.82			7, 622.82	2, 025.06
Pekin	128, 141.84					
Peoria	601, 190.00	7, 831.56	200.00	34, 339.60	126, 929.74	46, 618.68
Peoria Heights	29, 552.99	16, 038.30	3, 257.50	90, 000.00	352, 811.65	248, 378.35
Peotone	7, 394.87	592.10	1, 190.90	1, 027.04	12, 546.38	17, 006.61
Percy	4, 945.83		51.35	7, 655.00	4, 301.74	6, 230.22
Perry	2, 353.64				7, 809.65	10, 896.42
Peru	45, 869.43					6, 938.61
Pesotum	2, 199.92				39, 150.00	9, 462.68
Petersburg	12, 324.78			200.00	200.00	3, 149.35
Phillipstown	3, 906.44	8, 679.81	1, 584.58		10, 264.39	2, 060.39
Philo	960.59			3, 089.78	3, 089.78	4, 447.13
Phoenix	26, 323.53				45, 438.89	653.82
Pierron	1, 505.96	45, 438.89				
Pineknayville	22, 782.64			2, 032.00	2, 072.64	1, 400.00
Pingree Grove	3, 048.91			4, 928.22	4, 928.22	35, 342.37
Piper City	8, 977.59			3, 297.25	3, 297.25	610.42
Pittsburg	3, 703.21		300.10	5, 786.69	6, 086.79	6, 787.03
Pittsfield	55, 689.71			1, 833.27	1, 869.94	5, 077.47
Plainfield	12, 263.34	4, 750.00	360.00	15, 090.90	48, 245.60	26, 336.81
Plainville	3, 119.80		2, 503.84		3, 801.87	17, 812.40
Plano	11, 763.17					4, 402.66
Pleasant Hill	25, 341.71	1, 871.91	827.23		2, 726.13	20, 455.35
Pleasant Plains	1, 578.55			671.60	685.03	29, 194.31
Plymouth	5, 663.93			145.82	145.82	4, 083.22
Pocahontas	2, 884.92			7, 994.32	7, 994.32	2, 196.67
				3, 766.50	3, 766.50	2, 892.71

LOCAL ROADS AND STREETS

Riverton	12,345.61	7,956.79	20,302.40	123.19	4.12	5,867.08	5,994.39	14,308.01
Roanoke	24,040.09	7,251.75	31,291.84		17,650.17	2,263.38	19,913.55	11,378.29
Robbins	75,633.43	25,264.51	100,897.94		251.24	5,008.38	6,803.62	94,094.32
Roberts	342.08	2,205.21	2,547.29				1,720.00	827.29
Robinson		33,963.40	33,963.40	1,459.03	498.80	8,774.12	33,963.40	
Rochelle	67,919.08	31,742.30	99,661.38		554.78		554.78	
Rochester	5,064.05	2,682.30	7,746.35					99,106.60
Rockbridge		1,288.15	1,288.15					7,746.35
Rock City	2,394.81	832.26	3,227.07			388.21	388.21	899.94
Rockdale	13,408.62	7,384.27	20,792.89					3,227.07
Rock Falls	9,947.06	42,317.76	52,264.82		1,006.90		1,006.90	19,785.99
Rockford	298,126.61	564,696.74	862,823.35	9,845.16	11,486.23		21,331.39	30,933.43
Rock Island	30,964.59	258,210.96	289,175.55	607,002.43	36,828.58	42,135.54	783,042.34	79,781.01
Rockton	13,857.82	7,590.99	21,448.81	95,139.45	1,240.38	30,955.12	289,175.55	
Rockwood	7,722.32	927.65	8,649.97			493.88	493.88	20,954.93
Rolling Meadows	4,657.94	27,363.68	32,021.62		660.12		13,565.50	8,649.97
Rome	917.47	1,007.17	1,924.64					18,456.12
Romeoville	4,889.43	779.25	5,668.68					1,924.64
Roodhouse	15,754.84	12,552.75	28,307.59					5,668.68
Rose Hill	200.09	678.53	878.62	370.75			13,070.12	15,237.47
Roselle	6,584.66	8,688.29	15,272.95				750.00	128.62
Roseville	15,656.53	5,725.07	21,381.60		107.46	1,754.40	2,232.61	13,040.34
Rosiclare	10,012.12	11,057.85	21,069.97					21,381.60
Rossville	7,336.78	7,325.95	14,662.73					21,069.97
Round Lake	4,418.22	3,037.44	7,455.66			11,289.87	11,289.87	3,372.86
Round Lake B'ch	4,441.39	19,590.62	24,032.01					7,455.66
Round Lake Park	3,356.43	13,337.28	16,693.71	10,222.36	1,482.41	8,402.27	20,107.04	3,924.97
Roxana	11,837.49	10,130.18	21,967.67	9,206.04	1,391.42			16,693.71
Royal	899.28	922.37	1,821.65					5,824.74
Royalton	3,226.51	7,983.28	11,209.79			5,228.95	16,142.93	5,824.74
Ruma	1,280.96	567.24	1,848.20			500.00	500.00	1,321.65
Rushville	35,385.99	14,217.26	49,603.25			4,788.86	4,886.59	6,323.20
Russellville	462.76	1,097.31	1,560.07			700.82	700.82	1,147.38
Rutland	2,610.73	2,576.29	5,187.02		9,510.30	1,244.50	10,754.80	38,848.45
Sadorus	3,344.15	2,056.77	5,400.92		75.44	1,484.63	1,560.07	
Sailor Springs	401.39	1,372.95	1,774.34			520.00	520.00	4,667.02
Salem	14,815.63	32,648.76	47,464.39	6,048.57		2,388.32	2,436.09	2,964.83
Sandoval	8,068.20	8,115.81	16,184.01		4,939.89			1,774.34
Sandwich	17,176.32	16,046.09	33,222.41			7,239.50	10,603.56	36,860.83
San Jose	5,878.25	2,979.16	8,857.41			19,136.56	7,239.50	8,944.51
Saunemin	3,814.19	1,791.72	5,605.91				19,136.56	14,085.85
Savanna	53,397.00	26,812.36	80,209.36	94.48				8,857.41
Savoy		245.31	245.31		485.00		1,255.00	4,350.91
Sawyer			80,209.36			10,284.39	18,808.87	61,400.49
Sawyer			209.36					245.31
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Sawyer			209.36					245.31
Sawyer			209.36					

LOCAL ROADS AND STREETS

[illegible]

Union Hill	1, 581.50	731.54	2, 313.04	108.32		2, 084.94	2, 193.26	119.78
Urban	2, 499.37	302.16	2, 801.53			1, 904.44	1, 942.53	859.00
Urbana	88, 017.21	134, 348.17	222, 365.38	1, 298.83	68, 013.35	15, 927.25	88, 679.25	133, 686.13
Valier	2, 235.06	4, 283.22	6, 518.28			4, 738.15	4, 832.90	1, 685.38
Valley City		351.87	3, 351.87					351.87
Valmeyer	3, 245.07	3, 477.48	6, 722.55			4, 464.42	4, 464.42	2, 258.13
Vandalia	42, 799.09	29, 001.69	71, 800.78	3, 327.62		11, 899.66	51, 647.43	20, 153.35
Varna	4, 032.38	2, 120.39	6, 152.77					6, 152.77
Venedy	690.60	789.85	1, 480.45					1, 480.45
Venice	35, 824.49	33, 003.94	68, 828.43	1, 987.39			22, 454.33	46, 374.10
Vergennes	764.99	1, 653.89	2, 418.88			1, 324.83	1, 324.83	1, 094.05
Vermilion	2, 553.91	1, 675.12	4, 229.03					4, 229.03
Vermont	1, 713.32	4, 982.93	6, 696.25	1—20.00		6, 014.01	5, 974.79	721.46
Vernon	1, 586.65	1, 288.14	1, 874.79			1, 357.32	1, 357.32	517.47
Verona	2, 405.52	1, 086.71	3, 492.23					3, 492.23
Versailles	1, 840.95	2, 502.08	4, 343.03			647.50	647.50	3, 695.53
Victoria	2, 901.20	2, 486.16	5, 387.36			298.71	298.71	5, 088.65
Vienna	23, 554.98	5, 751.57	29, 306.55	3, 236.70		2, 572.51	28, 440.16	866.39
Villa Grove	7, 564.96	10, 739.79	18, 304.75			7, 059.21	7, 059.21	11, 245.54
Villa Park	72, 745.35	64, 380.48	137, 125.83	4, 287.00		19, 305.50	66, 893.25	70, 232.58
Viola	6, 292.20	4, 378.61	10, 670.81			3, 900.00	3, 900.00	6, 770.81
Virde	12, 323.77	16, 994.99	29, 318.76		11, 117.50	4, 466.47	15, 583.97	13, 734.79
Virginia	17, 367.99	8, 333.15	25, 701.14			11, 000.00	11, 000.00	14, 701.14
Waggoner	49.22	1, 266.93	1, 316.15			1, 316.15	1, 316.15	
Walnut	12, 658.88	5, 793.98	18, 452.86					18, 452.86
Walnut Hill	138.16	826.95	965.11			769.70	769.70	195.41
Walshville	1, 306.24	599.01	1, 905.25			921.25	921.25	984.00
Waltonville	4, 233.65	2, 433.15	6, 666.80			1, 817.59	1, 817.59	4, 849.21
Wamac	4, 004.71	7, 575.13	11, 579.84	304.99		7, 342.98	7, 647.97	3, 931.87
Wapella	774.76	2, 671.70	3, 446.46			2, 990.00	2, 990.00	456.46
Warren	16, 577.64	7, 304.76	23, 882.40					23, 882.40
Warrensburg	5, 477.00	2, 910.24	8, 387.24			5, 896.70	5, 896.70	2, 490.54
Warsaw		10, 612.57	10, 612.57			10, 030.61	10, 030.61	581.96
Washburn		5, 295.68	5, 295.68					3, 335.63
Washington	12, 067.47	22, 714.74	34, 782.21	141.45	9, 216.60		1, 960.05	20, 166.00
Washington Park	42, 274.99	30, 957.75	73, 232.74	873.83		17, 656.52	14, 616.21	54, 702.39
Wataga	964.67	2, 915.53	3, 880.20			2, 281.62	2, 281.62	1, 598.58
Waterloo	24, 053.41	14, 954.07	39, 007.48			14, 589.27	14, 589.27	24, 418.21
Waterman	3, 122.65	3, 975.74	7, 098.39			4, 110.00	4, 110.00	2, 988.39
Watseka	11, 119.11	22, 449.67	33, 568.78				15, 236.27	18, 332.51
Watson	1, 099.71	1, 526.69	2, 626.40			1, 349.14	1, 349.14	1, 277.26
Wauconda	3, 618.13	12, 035.68	15, 653.81	60.68		1, 213.60	1, 274.28	14, 379.53
Waukegan		247, 545.39	247, 545.39	10, 043.15		35, 388.16	239, 675.69	7, 869.70
Waverly	13, 991.57	7, 050.26	21, 041.83	755.90		4, 245.92	4, 245.92	16, 795.91

Winchester	15,605.19	8,433.86	24,039.05				2,125.20		2,125.20	21,913.85
Windsor, Mercer	4,359.31	3,016.25	7,375.56				5,796.42		5,796.42	1,579.14
Windsor, Shelby	6,628.39	5,343.39	11,971.78				5,800.00		5,800.00	6,171.78
Winfield	7,652.11	3,784.90	11,437.01				1,155.00		1,205.00	10,232.01
Winnebago	14,505.03	3,986.32	18,491.35		50.00				18,014.77	476.58
Winnetka	14,167.61	69,220.26	83,387.87		1,255.77				43,634.85	39,753.02
Winslow	9,502.40	1,881.87	11,384.27				3,861.49			11,384.27
Winthrop Harbor	6,764.08	14,689.04	21,453.12		500.00		1,972.31		5,000.00	16,453.12
Witt	8,848.32	6,127.93	6,976.25				6,048.08		6,048.08	27,659.78
Wood Dale	19,499.22	12,234.68	31,733.90		69.62		2,999.25		4,074.12	4,640.83
Woodhull	1,184.72	3,806.11	4,990.83		350.00				350.00	170.01
Woodland	2,922.86	1,770.54	4,693.40		213.37		4,310.02		4,523.39	2,563.59
Woodlawn	867.27	1,696.32	2,563.59							35,657.21
Wood River	16,420.66	55,077.82	71,498.48		60.00	31,648.75		1,322.07	35,841.27	1,720.69
Woodson	1,892.51	1,118.51	3,011.02				1,290.33		1,290.33	25,192.95
Woodstock	20,927.09	43,176.32	64,103.41		3,077.47	2,333.31	7,509.87		38,910.46	11,121.69
Worden	10,085.34	5,131.35	15,216.69				4,095.00		4,095.00	
Worth	18,040.79	23,817.31	41,858.10						41,858.10	
Wyand	2,798.14	5,035.94	7,834.08		233.19		2,775.13		3,008.32	4,825.76
Wyoming	3,224.18	7,930.29	11,154.47				11,154.47		11,154.47	
Xenia	1,922.88	3,408.51	5,331.39				4,009.20		4,009.20	1,322.19
Yale	1,259.46	811.06	2,070.52				1,936.73		1,936.73	1,133.01
Yates City	1,982.48	3,302.52	5,285.00				4,151.99		4,151.99	2,741.61
Yorkville		3,350.23	3,350.23				608.62		608.62	19,410.56
Zeigler	15,272.94	13,337.28	28,610.22				9,199.66		9,199.66	13,880.37
Zion	9,749.87	47,443.80	57,193.67		2,105.07		11,476.02		43,313.30	
Totals	\$32,039,572.36	\$39,979,996.95	\$72,019,569.31	\$19,840,465.38	\$1,732,924.91	\$3,483,059.78	\$7,445,934.51	\$118,695.02	\$33,249,155.70	\$38,770,413.61

¹ Transferred from funds certified prior to 1956.

² Illinois Municipal Employees' Retirement Fund.

³ Chicago City Wide Engineering Study.

TABLE 57.—MUNICIPAL CONTRACTS APPROVED DURING 1956.

Municipality	Section (C. S.)	Length Miles	Surface Square Yards	Contract Price	Type
Alorton.....	3-1			\$ 9,522.48	PCC sidewalk
Alsip.....	1	0.9527	1,900	15,606.50	A-3 bit. surf. treat., gr. or cr. st. base
Alton.....	54	1.2569	25,216	139,053.06	A-3 bit. surf. treat., gr. or cr. st. base, I-11 bit. conc. pavt., G, PCC pavt. and C
Alton.....	69			969.75	Traffic island
Arlington Heights.....	16.1			28,577.64	Traffic control signals
Arthur.....	6	0.0747	1,296	16,726.41	I-11 bit. conc. pavt., PCC pavt. wid., C & G
Aurora.....	57	1.0453	13,500	¹ -----	Gr. or cr. st. base
Aurora.....	58	0.8320	17,018	42,532.54	J-2 sheet asph. pavt.
Aurora.....	60	0.0347	726	19,284.04	J-2 sheet asph. pavt., PCC base, C & G, G, street lighting, traf- fic signals
Aurora.....	61	0.6679	12,030	24,767.44	J-2 sheet asph. pavt.
Aurora.....	62	0.5241	10,052	27,235.32	J-2 sheet asph. pavt., C & G
Barrington.....	16	0.4670	8,030	29,300.19	I-11 bit. conc. pavt.
Bartonville.....	22	0.1445	2,553	² 11,537.20	C-1 bit. surf., gr. or cr. st. base, C & G
Batavia.....	22-T	0.3964	4,699	3,342.52	A-3 bit. surf. treat.
Batavia.....	23	0.5598	9,216	32,911.58	Gr. or cr. st. base, G
Batavia.....	23-T	0.5643	9,090	6,281.22	A-3 bit. surf. treat.
Batavia.....	25	0.3273	4,130	18,372.80	Gr. or cr. st. base, G
Batavia.....	25-T	0.3273	4,647	3,254.65	A-3 bit. surf. treat.
Belleville.....	42	0.4929	5,754	213,075.58	I-11 bit. conc. pavt., PCC pavt. wid., PCC pavt., and C
Bellevue.....	9	0.3868	4,656	11,600.70	A-3 bit. surf. treat., gr. or cr. st. base
Bellmont.....	2			¹ 5,500.00	A-3 bit. surf. treat., soil cement base
Bellwood.....	14	0.7528	13,926	² 109,015.75	I-11 bit. conc. pavt., WB Mac. base wid. and C & G
Bellwood.....	15	0.7210	15,000	² 102,597.90	I-11 bit. conc. pavt., WB Mac. base wid., C & G
Bellwood.....	16	0.2034	3,815	16,130.40	I-11 bit. conc. pavt., WB Mac. base wid.
Bellwood.....	17	0.6399	11,700	² 110,302.25	I-11 bit. conc. pavt., WB Mac. base wid., C & G
Bellwood.....	19	0.4479	9,090	² 79,249.50	I-11 bit. conc. pavt., WB Mac. base wid., C & G
Bellwood.....	22	1.0748	15,764	² 99,068.15	I-11 bit. conc. pavt., WB Mac. base wid., C & G
Belvidere.....	30-T	0.3341	6,000	8,887.50	B-4 mod. bit. surf.
Bensenville.....	7	0.1785	3,000	18,021.00	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Benton.....	14	0.2652	4,630	41,446.16	I-11 bit. conc. pavt., PCC base wid., C & G
Berwyn.....	42			¹ 10,137.69	Traffic control signals
Bloomington.....	4-D			10,651.10	SS
Bloomington.....	103	0.4163	7,450	² 27,502.83	B-4 mod. bit. surf., PCC base wid., gr. or cr. st. base, and C & G
Bloomington.....	104	0.5555	16,000	54,895.15	I-11 bit. conc. pavt., C & G
Bloomington.....	105	0.7115	14,500	34,285.10	I-11 bit. conc. pavt.
Bloomington.....	106	0.6106	8,240	5,169.61	A-3 mod. bit. surf. treat.
Bloomington.....	107-B			8,120.97	RC box culverts
Bloomington.....	108	0.2672	3,725	² 11,865.20	A-3 mod. bit. surf. treat., gr. or cr. st. base, and C & G
Blue Island.....	34	0.2755	5,800	18,775.88	I-11 bit. conc. pavt.
Blue Island.....	35	0.4356	27,000	31,587.32	I-11 bit. conc. pavt.
Blue Island.....	36	0.4924	12,000	38,029.70	I-11 bit. conc. pavt.
Braceville.....	2	0.5023	6,554	6,830.62	A-3 bit. surf. treat.
Bradley.....	16			² 61,553.92	Street lighting
Broadlands.....	3	0.0369	346	3,796.85	PCC pavt. wid., and C
Brookfield.....	26	0.1063	1,870	11,067.81	I-11 bit. conc. pavt., PCC base wid., C & G
Brookfield.....	27	0.7274	13,500	² 61,478.66	I-11 bit. conc. pavt., soil cement base, C & G
Brookfield.....	32			² 62,512.00	Street lighting
Brookfield.....	34.1	0.2668	6,990	41,686.13	I-11 bit. conc. pavt., PCC base wid., C & G
Brookfield.....	41	0.0642	630	6,816.90	I-11 bit. conc. pavt.
Brooklyn.....	8	0.1157	2,119	4,304.45	I-11 bit. conc. pavt.
Brooklyn.....	8-G	0.1157	2,119	18,000.00	Gr. or cr. st. base and C & G
Bushnell.....	21	2.6408	43,823	² 76,584.91	B-4 bit. surf., gr. or cr. st. base

TABLE 57.—Continued.

Municipality	Section (C. S.)	Length Miles	Surface Square Yards	Contract Price	Type
Bushnell-----	22	1.5613	18,490	267,687.87	B-4 mod. bit. surf., gr. or cr. st. base
Byron-----	8	0.1496	4,300	13,468.80	Gr. or cr. st. surf. and C & G
Cairo-----	29-R	0.5246	22,000	50,588.04	I-11 bit. conc. pavt.
Calumet City-----	26			15,730.07	Traffic control signals
Calumet City-----	27	0.1970	3,200	227,340.55	I-11 bit. conc. pavt., WB Mac. base, C & G
Calumet City-----	29	1.4814	28,015	37,709.13	I-11 bit. conc. pavt.
Calumet Park-----	8	0.6532	15,260	29,060.00	I-11 bit. conc. pavt., C & G
Cambridge-----	6	0.9285	15,972	287,943.90	A-3 bit. surf. treat., gr. or cr. st. base, and C & G
Canton-----	36	0.5935	9,864	264,340.00	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Canton-----	37	0.0878	1,438	29,105.58	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Canton-----	38	0.3097	7,473	241,394.30	B-4 mod. bit. surf., gr. or cr. st. base, median, C & G, and C
Carbondale-----	17	0.3277	6,276	66,574.40	I-11 bit. conc. pavt., gr. or cr. st. base, C & G
Carterville-----	11	0.4691	6,074	18,525.85	I-11 bit. conc. pavt.
Cary-----	3-T	0.2863	3,500	1,235.30	A-2 bit. surf. treat.
Cary-----	5	0.0852	145	15,850.25	PCC pavt. wid., sidewalk, and C
Centralia-----	14	1.4147	26,936	56,385.50	I-11 bit. conc. pavt.
Champaign-----	78	0.3439	9,059	2144,867.50	I-11 bit. conc. pavt., PCC pavt. & pavt. wid., C & G, street lighting, and traffic control signals
Champaign-----	82	0.1220	2,045	215,410.05	PCC pavt. and C & G
Champaign-----	83	0.2060	4,523	241,360.05	PCC pavt. and C & G
Champaign-----	84	0.0473	1,023	28,662.20	PCC pavt. and C & G
Champaign-----	85	0.2423	3,435	243,957.00	PCC pavt. and C & G
Champaign-----	86	0.2543	5,820	254,554.40	PCC pavt. and C & G
Champaign-----	87	0.3860	5,803	264,107.13	PCC pavt. and C & G
Champaign-----	88	0.1036	1,459	211,492.10	PCC pavt. and C & G
Champaign-----	89	0.1075	1,514	214,078.95	PCC pavt. and C & G
Champaign-----	90	0.2028	3,116	239,370.52	PCC pavt. and C & G
Charleston-----	23	0.1749	2,673	14,888.52	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Charleston-----	24	0.4281	7,698	41,935.64	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Cherry-----	8	0.2826	4,026	3,735.20	Gr. or cr. st. surf.
Chicago-----	6 sections			1,408,537.04	SS
Chicago-----	1 section			849,576.00	4-span bridge and approaches
Chicago-----	1 section			2,807,368.10	Street lighting
Chicago-----	1 section			31,213,585.00	Conversion of six bascule bridges to 1-man operation
Chicago-----	2 sections			663,005.25	C & G, C, and PCC sidewalk
Chicago-----	16 sections	33.0374	1,022,007	2,668,668.25	I-11 bit. conc. pavt.
Chicago-----	1 section	0.0750	3,388	238,740.00	Dual I-11 bit. conc. pavt., PCC deck on conc. posts
Chicago-----	5 sections	8.9106	233,596	1,438,157.70	I-11 bit. conc. pavt., PCC base wid., and C & G
Chicago-----	1 section	0.2284	12,727	327,825.50	I-11 bit. conc. pavt., PCC base C & G, PCC medians and street lighting
Chicago-----	2 sections	1.2391	32,720	360,309.15	I-11 bit. conc. pavt., gr. or cr. st. base, C & G
Chicago-----	1 section	1.4649	34,322	139,669.50	I-11 bit. conc. pavt., PCC base wid., and C
Chicago-----	1 section	2.0144	76,810	192,863.40	I-11 bit. conc. pavt. and median
Chicago-----	1 section	2.5113	66,406	195,184.00	I-11 bit. conc. pavt. and C
Chicago Heights-----	35			5,161.05	Traffic control signals
Chicago Heights-----	37	0.4152	7,592	41,780.06	I-11 bit. conc. pavt., gr. or cr. st. base wid., and C & G
Chicago Heights-----	38	0.1520	1,385	11,921.47	I-11 bit. conc. pavt., gr. or cr. st. base wid., and C & G
Chicago Heights-----	39	0.5135	10,600	52,938.00	B-4 bit. surf., I-11 bit. conc. pavt., gr. or cr. st. base wid. and C & G
Chicago Heights-----	43	0.1031	1,423	3,486.40	B-4 bit. surf., gr. or cr. st. base wid.
Clifton-----	6	0.2441	2,658	4,151.05	A-3 bit. surf. treat., gr. or cr. st. base
Coal City-----	7	0.9068	11,534	7,073.90	A-3 bit. surf. treat., gr. or cr. st. base

TABLE 57.—Continued.

Municipality	Section (C.S.)	Length Miles	Surface Square Yards	Contract Price	Type
Colfax.....	10-S	0.4968	5,312	2,811.65	A-3 bit. surf. treat.
Crotty.....	3	0.2089	5,268	11,972.75	A-1 & A-3 bit. surf. treat., gr. or cr. st. base wid., and C & G
Crystal Lake.....	20	0.1852	2,400	3,379.25	Gr. or cr. st. surf.
Crystal Lake.....	21	0.8534	11,650	16,376.40	Gr. or cr. st. surf.
Cullom.....	2-S	1.4029	20,714	3,433.76	A-2 bit. surf. treat.
Danville.....	52	0.7450	23,132	75,957.00	I-11 bit. conc. pavt., PCC base and G
Danville.....	57	0.4997	8,455	22,267.15	I-11 bit. conc. pavt.
Danville.....	58	0.3950	5,184	31,427.84	I-11 bit. conc. pavt., PCC base wid., and G
Davis.....	6	0.4883	4,985	5,648.85	A-3 bit. surf. treat., gr. or cr. st. base
Decatur.....	71-SB	0.1293	3,337	² 424,722.75	Subway structure, PCC pavt., C, and lighting
Decatur.....	75-VB	0.2729	6,565	² 617,849.37	9-span bridge, I-11 bit. conc. pavt., PCC base wid., and C
Decatur.....	79	0.0360	929	15,022.00	PCC pavt., C, and PCC side- walks
Decatur.....	87	0.4941	6,252	110,456.76	PCC base wid. and C
Decatur.....	87-S	0.4941	14,259	30,995.70	I-11 bit. conc. pavt.
Decatur.....	88	0.3575	6,601	19,747.55	I-11 bit. conc. pavt.
Dixon.....	29			4,080.63	Traffic control signals
Dolton.....	15			¹ 7,625.39	RR automatic flashing light sig- nals
Dolton.....	16			45,344.00	Street lighting
DuQuoin.....	18	0.2845	7,144	34,584.00	I-11 bit. conc. pavt., PCC base wid., C & G
DuQuoin.....	19	0.6028	9,244	28,937.30	I-11 bit. conc. pavt.
Dwight.....	11	1.0215	14,002	51,203.75	B-4 mod. bit. surf., gr. or cr. st. base wid., and C & G
East Alton.....	13			2,074.00	Plastic traffic markers
East Alton.....	14	0.1469	3,396	10,721.25	A-3 bit. surf. treat., gr. or cr. st. base, and some C & G
East Dundee.....	8-T	0.1962	3,453	3,024.00	B-4 bit. surf.
East Moline.....	28	0.0697	1,599	10,295.50	PCC pavt. with integral curbs
East Peoria.....	29			3,592.92	PCC sidewalk and PCC drive- way pavt.
East St. Louis.....	47-2	0.4335	10,418	158,030.08	PCC pavt. and C
East St. Louis.....	47-3	0.5568	12,000	44,963.00	I-11 bit. conc. pavt.
East St. Louis.....	54	1.2178	24,000	58,699.25	I-11 bit. conc. pavt.
East St. Louis.....	58	0.0583	1,207	28,619.80	PCC pavt. and C
East St. Louis.....	66	0.7108	1,358	6,713.00	I-11 bit. conc. pavt.
Eileen.....	2	1.3105	13,415	² 14,850.14	A-1 & A-3 bit. surf. treat., gr. or cr. st. base
Elgin.....	45			10,771.68	Traffic control signals
Elmhurst.....	47			7,849.95	Traffic control signals
Elmhurst.....	48	1.9096	31,484	34,370.25	I-11 bit. conc. pavt.
Elmhurst.....	49	2.6259	35,611	² 251,770.00	I-11 bit. conc. pavt., WB Mac. base, C & G
Elmwood Park.....	28	8.7258	75,335	² 489,910.25	I-11 bit. conc. pavt., PCC base wid., and C & G
Elmwood Park.....	29			² 582,809.00	Street lighting
El Paso.....	13	0.1502	1,762	696.68	A-1 bit. surf. treat.
Eureka.....	10-S	0.2756	4,727	2,316.76	A-3 bit. surf. treat.
Eureka.....	11			7,857.40	SS
Evanston.....	49	0.9778	25,950	209,134.90	I-11 bit. conc. pavt., PCC base wid., and C & G
Evanston.....	50			77,483.00	Street lighting
Evergreen Park.....	19	0.5011	9,640	84,977.85	I-11 bit. conc. pavt., WB Mac. base, C & G
Fairmont City.....	8	0.3791	5,131	7,828.70	Gr. or cr. st. surf.
Fairmont City.....	9	0.2152	2,800	9,495.29	Gr. or cr. st. base
Flanagan.....	2	0.0854	2,500	9,162.45	A-3 bit. surf. treat., gr. or cr. st. base, G
Flossmoor.....	5	0.1923	2,550	14,990.12	B-4 bit. surf., gr. or cr. st. base, and C & G
Forest Park.....	32	0.4744	8,750	61,096.30	I-11 bit. conc. pavt., WB Mac. base, and C & G
Forreston.....	6-S	0.1795	2,040	966.60	A-3 bit. surf. treat.
Freeport.....	27	1.6882	30,485	74,408.80	J-2 sheet asph. pavt. and C & G
Freeport.....	28	0.1553	3,499	12,980.74	J-2 sheet asph. pavt.
Freeport.....	29			14,375.10	Traffic control signals
Fulton.....	11	0.6862	13,223	45,637.08	Gr. or cr. st. surf. and C & G
Galatia.....	7	0.1792	2,280	2,735.15	Gr. or cr. st. surf.

TABLE 57.—Continued.

Municipality	Section (C.S.)	Length Miles	Surface Square Yards	Contract Price	Type
Galesburg-----	49	0.7036	9,869	188,977.51	A-3 bit. surf. treat., gr. or cr. st. base, PCC pavt., RC slab bridge
Galesburg-----	58	0.3386	7,300	15,638.15	I-11 bit. conc. pavt.
Galesburg-----	59	0.7100	16,000	32,531.00	I-11 bit. conc. pavt.
Galesburg-----	60			9,996.88	Traffic control signals
Gardner-----	5	0.4695	5,654	2,952.62	A-3 bit. surf. treat.
Geneva-----	19	0.3852	6,269	17,196.02	A-3 bit. surf. treat., gr. or cr. st. base, G
Genoa-----	9	0.0830	1,510	2,621.95	A-3 bit. surf. treat., gr. or cr. st. base
German Valley-----	4			11,900.00	C & G and SS
Glen Ellyn-----	18	0.1303	823	4,998.62	A-3 bit. surf. treat., gr. or cr. st. surf. wid., and C & G
Glen Ellyn-----	19	0.7958	12,644	22,568.60	I-11 bit. conc. pavt.
Glen Ellyn-----	20-L			8,874.55	Traffic control signals
Glenview-----	13	0.0751	1,436	10,874.80	I-11 bit. conc. pavt., WB Mac. base, C & G
Glenview-----	14	0.1103	2,375	37,767.85	PCC pavt. and C & G
Granite City-----	40	0.7787	16,500	84,763.05	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Gridley-----	4-S	0.5000	5,910	2,894.96	A-3 bit. surf. treat.
Harrisburg-----	16-TL			6,469.10	Traffic control signals
Harrisburg-----	18	0.5060	7,161	59,891.61	I-11 bit. conc. pavt., granular sub-base, C & G
Harvey-----	33	0.4119	10,900	111,290.00	I-11 bit. conc. pavt.
Harvey-----	34	0.2467	4,850	428,029.80	C-2 mod. bit. surf., WB Mac. base, and C & G
Harvey-----	35	0.2250	4,026	5,469.55	C-2 mod. bit. surf.
Harvey-----	36	0.6112	11,648	17,059.25	C-2 mod. bit. surf.
Harvey-----	37	0.4465	8,381	20,917.55	C-2 mod. bit. surf., WB Mac. base
Harvey-----	38	0.9488	17,695	24,193.35	C-2 mod. bit. surf.
Harvey-----	39	0.4365	3,450	121,330.60	C-2 mod. bit. surf., WB Mac. base, and bit. mix curbs
Herrin-----	15	0.8898	17,784	67,586.65	I-11 bit. conc. pavt., PCC base wid., C & G
Herrin-----	16	0.3684	7,270	10,883.80	I-11 bit. conc. pavt.
Heyworth-----	8-S	0.3877	4,360	2,479.80	A-3 bit. surf. treat.
Hickory Hills-----	1	0.2469	2,900	10,042.50	A-3 bit. surf. treat., gr. or cr. st. base
Hillside-----	7	6.2778	108,148	2353,167.98	I-11 bit. conc. pavt., WB Mac. base
Hometown-----	1			117,165.04	RR flashing signals and gates
Hometown-----	2			14,792.60	Traffic control signals and street lighting
Hometown-----	4	0.5286	6,725	8,891.95	I-11 bit. conc. pavt., WB Mac. base, and A-2 bit. surf. treat.
Hoopeston-----	17	0.8656	19,058	31,225.35	I-11 bit. conc. pavt.
Hopedale-----	3	5.8083	62,465	263,337.22	A-3 bit. surf. treat., gr. or cr. st. base
Huntley-----	6-T	0.4136	6,770	8,141.70	B-4 bit. surf.
Irwin-----	3	0.0903	1,191	2,683.04	A-3 bit. surf. treat., gr. or cr. st. base
Itasca-----	5	0.2583	3,080	15,966.60	A-3 bit. surf. treat., gr. or cr. st. base
Jacksonville-----	28			7,489.62	Traffic control signals and street lighting
Jacksonville-----	29			5,121.23	Traffic control signals
Jerseyville-----	16	0.2767	1,736	22,031.55	PCC pavt. wid., C, and C & G
Joliet-----	77	0.1223	2,349	17,642.25	I-11 bit. conc. pavt., gr. or cr. st. base, and C
Joliet-----	78	0.2458	6,667	12,711.41	I-11 bit. conc. pavt.
Joliet-----	79	0.3580	7,466	24,038.00	I-11 bit. conc. pavt.
Kenilworth-----	9			25,727.50	C & G
Kenilworth-----	10	0.0600	340	8,518.50	PCC pavt. wid. and C & G
Kewanee-----	30	0.8625	2,006	34,959.25	I-11 bit. conc. pavt.
Kewanee-----	31			6,046.70	Traffic control signals
Kewanee-----	32	1.1899	20,031	2105,440.38	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Lacon-----	5-L			110,627.94	Street lighting
LaGrange Park-----	14	0.4086	7,920	32,871.00	I-11 bit. conc. pavt.
LaGrange Park-----	15 & 16			31,404.46	C & G
Lake Forest-----	12	0.4991	8,309	33,265.49	I-11 bit. conc. pavt., WB Mac. wid., C & G
Lake Forest-----	14	0.3797	10,723	15,633.58	I-11 bit. conc. pavt.
Lake Forest-----	15			6,795.52	Traffic control signals

TABLE 57.—Continued.

Municipality	Section (C.S.)	Length Miles	Surface Square Yards	Contract Price	Type
LaSalle.....	14	0.9840	13,580	154,183.68	I-11 bit. conc. pavt., A-3 bit. surf. treat., and gr. or cr. st. base
Lincoln.....	31			27,643.85	Traffic control signals
Lockport.....	16	0.0700	1,891	16,563.75	I-11 bit. conc. pavt., WB Mac. wid.
Lockport.....	18			11,759.44	R C retaining wall and R C pipe culvert
Lombard.....	25-L			10,542.89	Traffic control signals
Lostant.....	2	0.1015	1,191	2,500.50	A-3 bit. surf. treat., gr. or cr. st. base
Loves Park.....	4			8,490.10	Traffic control signals
Magnolia.....	1-S	0.3445	4,061	1,736.79	A-3 mod. bit. surf. treat.
Manteno.....	13	0.0846	1,440	5,460.41	B-4 mod. bit. surf., A-3 bit. surf. treat., gr. or cr. st. base, and C & G
Marissa.....	6	2.2078	36,500	282,659.85	Oiled earth surf. and C & G
Marseilles.....	13	0.3375	4,193	39,264.77	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Marshall.....	21	0.0892	654	4,156.00	A-3 bit. surf. treat., gr. or cr. st. base wid., C & G
Marshall.....	22	0.0573	1,050	4,882.55	A-3 bit. surf. treat., gr. or cr. st. base wid., C & G
Matteson.....	12.1	0.3477	4,635	226,568.10	B-2 mod. bit. surf., gr. or cr. st. base, and G
Mattoon.....	28	1.9052	32,900	56,750.02	I-11 bit. conc. pavt.
Mazon.....	3	0.6231	2,500	3,048.40	Gr. or cr. st. surf. wid.
Melrose Park.....	25			9,233.20	Traffic control signals
Melrose Park.....	26	0.0492	960	7,739.75	I-11 bit. conc. pavt., WB Mac. base, C & G
Melrose Park.....	28	0.3811	7,074	256,230.00	I-11 bit. conc. pavt., WB Mac. base, C & G
Mendota.....	19	0.2460	3,550	10,875.10	Gr. or cr. st. base, and C & G
Merrionette Park.....	2	1.6568	27,654	17,896.50	C-2 mod. bit. surf.
Merrionette Park.....	3			239,150.40	SS
Metamora.....	12	0.1295	1,558	3,261.90	Gr. or cr. st. surf.
Midlothian.....	4			19,165.00	Street lighting
Midlothian.....	5			8,081.90	Traffic control signals
Milford.....	13	0.2694	5,410	21,031.75	I-11 bit. conc. pavt., gr. or cr. st. base wid., and C & G
Moline.....	57			8,512.82	Traffic control signals
Monmouth.....	16-1	0.7359	14,790	158,922.93	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Morris.....	27	0.3482	1,480	22,681.85	B-4 mod. bit. surf. on gr. or cr. st. base wid., and C & G
Morrison.....	10-S	2.5021	48,829	22,438.90	A-3 and A-3 mod. bit. surf. treat.
Morton.....	8	0.4110	8,038	227,454.54	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Morton Grove.....	8	1.0445	35,163	220,117.75	I-11 bit. conc. pavt., WB Mac. wid., C & G
Morton Grove.....	8.1			14,916.25	Traffic control signals
Morton Grove.....	9	0.3382	5,953	261,034.43	I-11 bit. conc. pavt., WB Mac. base, and C & G
Mound City.....	5	0.8025	10,308	32,375.20	A-3 bit. surf. treat., gr. or cr. st. base
Mounds.....	5-Q			11,122.14	Utility adjustments
Mount Prospect.....	9	0.0572	948	12,695.00	I-11 bit. conc. pavt., WB Mac. base
Mt. Morris.....	18	0.6853	14,294	276,295.30	B-4 bit. surf., gr. or cr. st. base, and C & G
Mt. Sterling.....	8			19,378.70	I-11 bit. conc. pavt., PCC wid., and C & G
Mt. Vernon.....	35	0.3737	5,886	69,742.50	PCC pavt., PCC pavt. wid., and C & G
Naperville.....	23	0.1553	3,235	16,343.33	Gr. or cr. st. base, and C & G
Naperville.....	23-T	0.1506	3,239	5,470.30	J-2 sheet asph. pavt.
Newman.....	6			4,628.05	Street lighting
Niles.....	10			17,866.00	C & G
Normal.....	28-S	0.4143	7,327	11,120.70	B-4 mod. bit. surf.
Normal.....	30	0.3480	9,300	16,095.50	B-4 mod. bit. surf.
North Aurora.....	9	0.1858	2,475	7,270.55	A-3 bit. surf. treat., gr. or cr. st. base
North Chicago.....	26	0.2314	4,600	22,488.90	I-11 bit. conc. pavt., PCC base wid., C & G
North Chicago.....	27	0.0378	887	1,903.71	I-11 bit. conc. pavt.

TABLE 57.—Continued.

Municipality	Section (C.S.)	Length Miles	Surface Square Yards	Contract Price	Type
North Chicago-----	28	0.0568	1,600	3,222.95	I-11 bit. conc. pavt.
North Chicago-----	29	0.3772	6,506	32,072.18	I-11 bit. conc. pavt., PCC base wid., C & G
North Lake-----	3	2.7633	37,500	2242,103.09	D-1 bit. mac. surf., WB Mac. base
North Lake-----	4			2173,496.53	SS, bridges, and culverts
North Pekin-----	4	0.3668	5,455	219,699.48	B-4 mod. bit. surf., gr. or cr. st. base, C & G
North Riverside-----	6			13,180.27	I-11 bit. conc. pavt., PCC base, C & G
North Riverside-----	12 & 13	0.1966	3,259	117,894.60	I-11 bit. conc. pavt., WB Mac. base, C & G
Northbrook-----	11	0.0728	1,200	8,888.00	I-11 bit. conc. pavt., WB Mac. base, C & G
Northbrook-----	12			110,272.60	Street lighting
Northbrook-----	13	0.1424	3,342	26,001.50	I-11 bit. conc. pavt., WB Mac. base, C & G
Northfield-----	4	0.1112	1,978	11,709.35	D-1 bit. mac. surf., WB Mac. base, C & G
Oak Lawn-----	11	0.3163	10,485	2117,545.85	I-11 bit. conc. pavt., WB Mac. base, and C & G
Oak Lawn-----	15	0.4036	7,000	285,591.50	I-11 bit. conc. pavt., WB Mac. base, and C & G
Odell-----	11	0.5007	2,334	7,038.32	A-3 bit. surf. treat., gr. or cr. st. base
Ohio-----	5-S	0.5231	5,624	5,639.50	A-3 bit. surf. treat., gr. or cr. st. base
Ottawa-----	51	0.2990	8,920	35,983.22	I-11 bit. conc. pavt., PCC base wid., and C & G
Ottawa-----	52	0.1057	2,728	7,335.94	B-4 bit. surf., gr. or cr. st. base
Ottawa-----	53			11,518.30	Traffic control signals
Paris-----	20	0.1788	2,971	32,481.30	PCC pavt., I-11 bit. conc. pavt., PCC base wid., C & G, and G
Park Forest-----	1			10,436.63	Street lighting
Park Forest-----	2			19,966.35	Traffic control signals
Park Forest-----	5	1.2345	24,741	29,172.05	C-2 mod. bit. surf.
Park Forest-----	6	0.7069	11,165	9,411.25	C-2 mod. bit. surf.
Park Ridge-----	25	0.5023	9,530	257,516.25	I-11 bit. conc. pavt., PCC base wid., C & G
Park Ridge-----	32	1.0880	24,085	50,514.25	I-11 bit. conc. pavt.
Pekin-----	37	0.5737	10,980	232,613.78	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Pekin-----	49	2.0205	35,258	2146,770.64	B-4 mod. bit. surf., soil cement base, C & G
Pekin-----	50	0.7921	18,320	296,397.67	I-11 bit. conc. pavt., PCC base, PCC base wid., and C & G
Pekin-----	51	0.5052	8,678	227,790.73	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Pekin-----	53	0.1958	3,529	14,000.00	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Peoria-----	52-3	0.4934	13,407	224,959.00	I-11 bit. conc. pavt.
Peoria-----	78	0.8297	18,183	233,115.00	I-11 bit. conc. pavt.
Peoria-----	79	1.0607	19,138	243,138.25	I-11 bit. conc. pavt.
Peoria-----	80	1.1551	22,968	254,012.65	I-11 bit. conc. pavt.
Peoria-----	81	0.2093	5,262	212,283.00	I-11 bit. conc. pavt.
Peoria-----	82 (I)	0.2269	539	217,973.80	PCC pavt. wid., and C & G
Peoria-----	82 (II)	0.2269	4,817	27,943.45	I-11 bit. conc. pavt.
Peoria-----	83	0.1854	4,096	210,331.70	I-11 bit. conc. pavt.
Peoria Heights-----	34	0.2322	3,839	217,353.22	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Peoria Heights-----	35	0.2494	4,728	223,760.10	B-4 bit. surf., gr. or cr. st. base, C & G
Peotone-----	8	0.3892	6,906	3,223.35	A-3 bit. surf. treat.
Phoenix-----	9	0.6343	9,600	55,948.38	C-2 mod. bit. surf., WB Mac. base
Pittsfield-----	6-B			4,990.00	RC box culvert
Pittsfield-----	7	0.4545	5,650	15,494.90	A-3 bit. surf. treat., gr. or cr. st. base
Polo-----	9-SS			118,000.00	SS
Pontiac-----	27	0.0785	1,517	6,393.48	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Pontiac-----	28	0.4929	10,020	5,524.80	A-3 bit. surf. treat.

TABLE 57.—Continued.

Municipality	Section (C.S.)	Length Miles	Surface Square Yards	Contract Price	Type
Pontiac-----	29	0.4264	9,000	39,120.15	B-4 mod. bit. surf., gr. or cr. st. base wid., C & G
Pontiac-----	30	0.0892	1,119	25,059.60	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Quincy-----	90	0.5965	13,605	56,266.33	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Quincy-----	91	0.1873	4,934	23,813.40	I-11 bit. conc. pavt., PCC base wid.
Quincy-----	93			11,346.70	Traffic control signals
Quincy-----	94	0.2354	5,010	11,909.90	I-11 bit. conc. pavt.
Quincy-----	97	0.0880	2,895	7,758.75	I-11 bit. conc. pavt.
Rantoul-----	13	0.4850	18,373	80,339.20	I-11 bit. conc. pavt., PCC base wid., and C & G
Riverdale-----	12			7,411.64	Traffic control signals
Riverdale-----	13	0.4365	3,450	121,330.60	C-2 mod. bit. surf., WB Mac. base, and bit. mix curbs
Riverdale-----	14	0.2995	5,670	12,586.05	C-2 mod. bit. surf., gr. or cr. st. base wid.
River Forest-----	16			18,225.05	C & G
River Forest-----	17			19,697.55	Street lighting
Riverside-----	13			13,180.28	I-11 bit. conc. pavt., PCC base, C & G
Riverside-----	21			110,137.68	Traffic control signals
Riverside-----	22	0.1383	435	220,957.30	PCC pavt. wid., C & G and G
Rochelle-----	18-1	2.1328	42,106	2180,085.70	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Rockford-----	124	0.2722	10,171	117,148.05	PCC pavt. and C & G
Rockford-----	131	0.3662	8,374	264,242.20	B-4 bit. surf., gr. or cr. st. base, C & G
Rockford-----	136			17,304.08	Traffic control signals
Rockford-----	138	0.4132	12,048	124,758.17	PCC pavt. and C & G
Rockford-----	138-B			29,544.60	Triple RC box culvert
Rockford-----	139	0.9550	21,209	2276,475.30	PCC pavt., C & G and SS
Rockford-----	141	0.4328	10,354	97,019.50	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Rockford-----	142			13,134.09	Traffic control signals
Rockford-----	143			3,766.39	Traffic control signals
Rock Island-----	43	0.6442	14,663	133,292.66	PCC pavt. and monolithic curbs
Round Lake Beach-----	3	1.7045	19,280	10,222.36	A-3 bit. surf. treat.
Roxana-----	2-W	0.2549	1,300	8,600.00	A-3 bit. surf. treat., gr. or cr. st. base wid., C & G, and G
Schiller Park-----	5	2.5216	38,120	2119,678.45	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Schiller Park-----	6	0.7398	14,580	265,954.00	I-11 bit. conc. pavt., WB Mac. base, C & G
Schiller Park-----	7	1.3016	19,472	212,189.32	A-3 bit. surf. treat.
Schiller Park-----	8			24,995.47	SS
Shabbona-----	5	0.2537	5,510	14,726.90	Gr. or cr. st. surf. and C & G
Shannon-----	1	0.5513	6,047	4,610.80	A-3 bit. surf. treat., gr. or cr. st. base
Shelbyville-----	6	0.0777	1,436	8,418.16	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Sheridan-----	2	0.7943	12,740	7,176.13	A-3 bit. surf. treat.
Skokie-----	17	2.1636	34,800	2235,106.00	I-11 bit. conc. pavt., WB Mac. base, C & G
So. Chicago Heights-----	8			12,310.57	SS
So. Chicago Heights-----	9	0.4375	6,800	26,738.63	B-4 bit. surf., gr. or cr. st. base, and G
South Elgin-----	4	0.0697	1,760	2,763.65	A-1 & A-3 bit. surf. treat., C & G
Springfield-----	93	0.1454	4,712	46,686.81	I-11 bit. conc. pavt., PCC base wid., C, and street lighting
Springfield-----	98	0.8508	21,517	2159,908.23	I-11 bit. conc. pavt., PCC base wid., C
Springfield-----	104			22,512.55	Traffic control signals
Springfield-----	105	0.2746	8,171	138,007.18	I-11 bit. conc. pavt., PCC base wid., C, street lighting, and traffic control signals
Springfield-----	108	0.2434	3,785	226,353.25	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Spring Valley-----	16	0.3660	14,480	47,142.70	I-11 bit. conc. pavt., and C & G

TABLE 57.—Continued.

Municipality	Section (C.S.)	Length Miles	Surface Square Yards	Contract Price	Type
St. Anne	7	0.6419	11,097	14,745.45	I-11 bit. conc. pavt., A-3 bit. surf. treat., and gr. or cr. st. base wid.
St. Elmo	5	0.0710	604	8,098.25	PCC pavt. wid., C, and PCC sidewalks
St. Jacob	5	0.0894	210	5,831.20	Gr. or cr. st. base wid. and C & G
Sterling	27-S	0.2261	5,816	52,858.00	I-11 bit. conc. pavt., PCC base wid., C & G
Sterling	33-S	1.1857	21,675	10,325.25	A-3 bit. surf. treat.
Streator	11			10,073.74	Traffic control signals
Streator	13	0.7356	12,810	32,126.75	B-4 mod. bit. surf. and C & G
Streator	14	0.0568	935	2,080.50	A-3 bit. surf. treat., gr. or cr. st. base, C
Summit	17 & 18	0.7905	13,951	71,352.25	A-3 mod. bit. surf. treat., WB Mac. base, C & G
Summit	19			2131,357.00	Street lighting
Sycamore	23			8,159.36	RC box culvert
Tilton	9	0.6674	6,511	1,853.02	A-3 mod. bit. surf. treat.
Tuscola	6	0.0903	2,576	14,401.15	I-11 bit. conc. pavt., and C & G
Urbana	78	0.1816	4,305	277,193.50	PCC pavt. and boulevard lighting
Urbana	81	0.1192	1,715	215,994.35	PCC pavt. and C & G
Urbana	83	0.3630	5,307	243,492.51	PCC pavt., PCC pavt. wid., and C & G
Vandalia	19	0.4414	8,585	21,423.93	A-3 bit. surf. treat., soil cement base, C & G
Vandalia	20-B			12,214.00	CM pipe culvert, CM pipe arch, and CM plate arch
Venice	16			18,795.12	C & G
Vienna	6	0.2554	3,484	22,630.95	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Villa Park	13			11,352.25	C & G and PCC sidewalk
Villa Park	14	0.4307	10,400	27,474.50	I-11 bit. conc. pavt. and C & G
Villa Park	15			14,916.00	C & G
Washington	16	0.2799	4,932	215,961.45	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Washington	18	0.2661	4,460	11,358.16	B-4 mod. bit. surf., gr. or cr. st. base
Washington	19	0.3746	6,667	228,181.20	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Washington	20	0.1572	2,704	211,800.70	B-4 mod. bit. surf., gr. or cr. st. base, C & G
Washington	21	0.7040	11,769	13,105.20	B-4 mod. bit. surf.
Watseka	17	0.1563	4,274	15,236.27	A-3 bit. surf. treat., gr. or cr. st. base wid., C & G
Waukegan	68-L			9,999.92	Traffic control signals
Waukegan	71			33,420.50	CM plate pipe culvert
Waukegan	73	0.2415	5,248	27,844.06	I-11 bit. conc. pavt., gr. or cr. st. base, C & G
Waukegan	77	0.3719	3,228	50,537.08	PCC pavt. wid. and C
Waukegan	77-T	0.5750	19,290	27,403.52	I-11 bit. conc. pavt.
Waukegan	78	0.7252	16,440	29,051.35	I-11 bit. conc. pavt. and C
Wenona	7	0.6080	7,450	8,467.40	A-3 bit. surf. treat., gr. or cr. st. base
West City	5	0.5297	7,654	29,847.34	Oiled earth surf. and C & G
West Dundee	15	0.1159	1,556	12,086.21	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Westmont	14	0.1276	1,826	15,748.28	B-4 bit. surf., gr. or cr. st. base, and C & G
Wheaton	23	0.5687	11,777	87,944.80	J-1 or J-2 sheet asph. pavt., gr. or cr. st. base, PCC base wid., and C & G
Wilmette	24	0.5871	5,000	87,936.75	PCC pavt. wid. and C & G
Wilmette	26			18,325.50	Street lighting
Wilmington	10-FL			11,764.24	RR flashing light signals
Winnebago	3			116,759.00	SS
Winnetka	20	0.4240	7,730	116,035.26	I-11 bit. conc. pavt.
Winnetka	21	0.1521	5,278	23,738.10	I-11 bit. conc. pavt., WB Mac. base wid., and C
Woodstock	24	0.8625	16,857	27,405.15	I-11 bit. conc. pavt.

TABLE 57.—Concluded.

Municipality	Section (C.S.)	Length Miles	Surface Square Yards	Contract Price	Type
Worth.....	2	0.5102	5,988	35,418.20	A-3 bit. surf. treat., WB Mac. base
Worth.....	3	0.5102	5,988	34,577.50	A-3 bit. surf. treat., WB Mac. base
Zion.....	9-G	0.4140	8,750	115,840.40	Gr. or cr. st. surf. and C & G
Zion.....	9-T	0.4236	9,100	12,546.82	B-4 mod. bit. surf.
Total.....	430	224.9566	4,461,438	\$27,543,722.15	

Notes: Costs shown for the City of Chicago do not include the cost of adjusting utility equipment by city forces.

¹ Work done in conjunction with a county, adjoining municipality, railroad, State, or work paid for, in part, with municipal or private funds. Only the MFT portion known at time of table preparation of the contract price is included in the tabulation.

² Special assessment or bond issue projects. The amount shown is the full contract price. The cost to be retired with MFT funds, for most of the projects, if any, not known at time of table preparation.

³ Includes additional day labor costs.

⁴ Includes unknown portion to be paid by property owners. The total contract cost for the section is shown.

Meaning of abbreviations used in above table:

Asph.—Asphalt	G—Concrete Gutter	RC—Reinforced Concrete
Bit.—Bituminous	Gr.—Gravel	RR—Railroad
C—Concrete Curb	Mac.—Macadam	SS—Storm Sewer
C & G—Combination	Mod.—Modified	Surf.—Surface
Concrete Curb & Gutter	Pavt.—Pavement	Treat.—Treatment
CM—Corrugated Metal	PCC—Portland Cement	WB—Water-bound
Conc.—Concrete	Concrete	Wid.—Widening
Cr. St.—Crushed Stone		

A-1, B-2, C-1, D-1, I-11, J-2, etc. refer to various types of bituminous surfaces in the Standard Specifications for Road and Bridge Construction.

TABLE 58.—MUNICIPAL DAY LABOR CONSTRUCTION AUTHORIZED DURING 1956.

Municipality	Section (C. S.)	Length Miles	Surface Square Yards	Estimated Cost	Type
Byron	9	0.1027	1,454	\$ 2,205.70	Gr. or cr. st. surf.
Caseyville	4	0.2841	6,166	9,749.55	Gr. or cr. st. surf.
Chicago	17 Sections			2,150,723.57	Street lighting
Chicago	77 Sections			695,975.21	Traffic signals
Chicago	3 Sections			641,537.50	Bridge repairs
Chicago	1 Section			56,067.50	Median strip
Cicero	69			60,183.80	Street lighting
Cicero	72			45,979.30	Bridge and street lighting
Claremont	2	0.4623	5,424	3,768.94	A-2 bit. surf. treat., gr. or cr. st. base
Dover	8-S	0.5383	5,732	4,883.84	A-3 bit. surf. treat., gr. or cr. st. base
Forest Park	34			11,092.00	Street lighting
Herscher	5	0.4606	5,410	11,688.72	Gr. or cr. st. surf.
Keithsburg	8			1241.34	Adjusting fire hydrants and valve boxes
Lima	5	0.2273	2,450	2,650.94	Gr. or cr. st. surf.
Lyndon	4	0.6672	7,453	10,344.99	A-3 mod. bit. surf. treat., gr. or cr. st. base
Metamora	8	0.2511	2,652	2,131.54	Gr. or cr. st. surf.
New Bedford	1	0.2621	3,444	3,585.18	Gr. or cr. st. surf.
Oak Park	87			18,945.75	Street lighting
Oak Park	88			38,524.60	Street lighting
Secor	3	0.2625	3,080	2,348.50	Gr. or cr. st. surf.
Tonica	3	0.3789	4,445	4,782.20	Gr. or cr. st. surf.
West Salem	6-Q	0.2125	2,560	4,742.58	A-2 bit. surf. treat., gr. or cr. st. base
Western Springs	14			5,747.06	Street lighting
White Hall	10	0.0379		2,693.40	CM plate pipe arch, gr. or cr. st. approaches
Totals	118	4.1475	50,270	\$3,780,593.71	

¹ Work done in conjunction with a county, or township, or paid for in part with local funds. Only the MFT portion of the estimated cost is included in the tabulation.

Abbreviations used in the above table:

Bit.—Bituminous	Mod.—Modified
CM—Corrugated Metal	Surf.—Surface
Cr. St.—Crushed Stone	Treat.—Treatment
Gr.—Gravel	

"A-2," and "A-3" refer to various types of bituminous surfaces in the Standard Specifications for Road Bridge Construction.

TABLE 59.—MUNICIPAL CONSTRUCTION COMPLETED DURING 1956.

Municipality	Concrete Pavement and Surfaces on a Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single Lane	Two-lane	Three-lane	Four-lane or Over	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Alsip.....						0.93				
Alton.....					1.07					
Arlington Heights.....			0.19		0.13	0.24				
Arthur.....	0.12				0.07					
Aurora.....				0.04	3.93		1.05			
Barrington.....					0.47					
Batavia.....										
Belleville.....						1.29	0.89			
Bellevue.....				0.21	0.29					
Bellwood.....						0.39				
Belvidere.....						2.76				
Berwyn.....						0.33				
Bloomington.....					2.90	0.08				
Blue Island.....					1.54	2.08				
Broadlands.....					1.20					
Brookfield.....										
Brooklyn.....			0.73	0.27	0.11	0.24				
Bushnell.....						0.12	0.12			
Byron.....						0.66	0.25			
Cairo.....					0.52					
Calumet City.....					0.97	0.51				
Calumet Park.....					0.63	0.02				
Canton.....						0.99				
Cary.....	0.09					0.29	0.28			
Caseyville.....							0.28			
Centralia.....					1.42					
Champaign.....		1.42		0.51	0.34	1.21				
Charleston.....										
Chicago.....				0.23	55.21	0.24				7
Chicago Heights.....					1.32					
Cicero.....					2.27					
Cleveland.....							0.53			
Clifton.....						0.24				
Clinton.....					0.29					
Coal City.....						0.91				
Collinsville.....						0.99				1

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TABLE 59.—Continued.

Municipality	Concrete Pavement and Surfaces on a Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single Lane	Two-lane	Three-lane	Four-lane or Over	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Jerseyville.....	0.28									
Johnston City.....					1.27	1.17				
Joliet.....					0.60	0.25				
Kankakee.....						0.71				
LaGrange.....					0.39					
LaGrange Park.....						0.41				
Lake Forest.....						0.88				
Lansing.....						0.61				
LaSalle.....					0.24	2.06				
Lockport.....						0.07				
Lombard.....					2.63					
Lostant.....						0.10				
Macomb.....						0.57				
Magnolia.....						0.34				
Manteno.....						0.08				
Marseilles.....						0.34				
Marshall.....						0.15				
Martinsville.....						0.30				
Matteson.....						0.35		0.54		
Mattoon.....	0.35				1.91		0.62			
Mazon.....							0.25			
Mendota.....						1.41				
Menominee.....						0.10				
Merrionette Park.....						1.66				
Metamora.....								0.13		
Milford.....					0.27					
Moline.....			0.83							
Monmouth.....						0.74				
Morris.....					0.35		1.71			
Morrison.....						2.50				
Morton.....						0.41				
Mount Prospect.....						0.61				
Mt. Carroll.....						0.08				
Mt. Morris.....						0.69				
Mt. Vernon.....	0.05			0.32						

LOCAL ROADS AND STREETS

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[illegible]

TABLE 59.—Concluded.

Municipality	Concrete Pavement and Surfaces on a Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single Lane	Two-lane	Three-lane	Four-lane or Over	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Sterling	---	---	---	---	0.23	1.68	---	---	---	---
Streator	---	---	---	---	0.74	0.06	---	---	---	---
Summit	---	---	---	---	---	0.40	---	---	---	---
Tilton	---	---	---	---	---	0.67	---	---	---	---
Tinley Park	---	---	---	---	---	0.17	---	---	---	---
Tonica	---	---	---	---	---	---	0.38	---	---	---
Troy	---	---	---	---	---	---	---	0.12	---	---
Tuscola	---	---	---	---	0.09	---	---	---	---	---
Urbana	---	---	0.48	---	0.43	---	---	---	---	---
Villa Park	---	---	---	---	---	---	---	---	---	---
Washington	---	---	---	---	---	1.79	---	---	---	---
Waukegan	---	---	---	---	1.16	---	---	---	---	---
Wenona	0.37	---	---	---	---	0.61	---	---	---	---
West City	---	---	---	---	---	---	---	0.53	---	---
Westchester	---	---	---	---	---	0.08	---	---	---	---
Westmont	---	---	---	---	---	0.13	---	---	---	---
Westville	---	---	---	---	---	0.19	---	---	---	---
Wheaton	---	---	---	---	0.27	---	---	---	---	---
Wilmette	0.59	---	---	---	---	---	---	---	---	---
Wilmington (W)	---	---	---	---	0.13	0.15	---	---	---	---
Winnetka	---	---	---	---	0.42	---	---	---	---	---
Winthrop Harbor	---	---	---	---	---	0.74	---	---	---	---
Wood River	0.55	---	---	---	---	10.36	---	---	---	---
Woodstock	---	---	---	---	0.86	---	---	---	---	---
Zion	---	---	---	---	---	0.69	0.47	---	---	---
Total	3.25	11.58	26.48	34.86	4126.32	5103.00	613.29	1.32	---	79

Notes: The above table does not include miscellaneous improvements such as, storm sewer, traffic control signals, curb and gutter, street light, building alteration, building removal, bridge or culvert less than 20-foot span, etc.

¹ Includes 0.16 mile of soil cement base with subclass A-3 bituminous surface treatment.

² Includes 2.61 miles of soil cement base with subclass A-3 bituminous surface treatment, 2.02 miles of soil cement base with subclass B-4 modified bituminous surface, and 0.73 mile of soil cement base with subclass I-11 bituminous concrete surface.

³ Includes 0.04 mile of portland cement concrete base with subclass J-2 sheet asphalt surface and 0.50 mile of portland cement concrete base with subclass I-11 bituminous concrete surface.

⁴ Includes the following types:

Subclass A-3	9.46 mile
Subclass B-4	1.76 miles
Subclass B-4 modified	2.53 miles
Subclass C-2	1.17 miles
Subclass I-11	114.36 miles
Subclass J-2	6.04 miles
Total	126.32 miles

⁵ Includes the following types:

Subclass A-1	1.12 miles
Subclass A-2	2.17 miles
Subclass A-3	48.35 miles
Subclass A-3 modified	2.29 miles
Subclass B-2	0.17 mile
Subclass B-4	4.87 miles
Subclass B-4 modified	10.67 miles
Subclass C-2 modified	5.95 miles
Subclass D-1	0.25 mile
Subclass I-11	15.66 miles
Subclass J-2	0.15 mile
Subclass Bituminous stabilized	11.35 miles
Total	103.00 miles

⁶ Includes the following types:

Type B gravel or crushed-stone surface.....	8.36 miles
Type B gravel or crushed-stone base.....	4.23 miles
Type A gravel or crushed-stone surface.....	0.57 mile
Gravel or crushed-stone base.....	0.13 mile
Total	13.29 miles

⁷ Includes 6 highway grade separations and 1 viaduct.

RECAPITULATION.

Rigid-type surface (summation of columns 1, 2, 3, 4, and 5).....	142.49 miles
Nonrigid-type surface:	
Low-type bituminous (summation of columns 6 and 8).....	104.32 miles
Gravel or crushed-stone surface or base (column 7).....	13.29 miles
Total surfacing	260.10 miles
Bridges	2 each
Viaducts	1 each
Highway grade separations	6 each

DIVISION OF HIGHWAYS

TABLE 60.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO COUNTIES DURING 1956
FOR IMPROVEMENT OF LOCAL RURAL ROADS.¹

County	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for				Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Construction	Right-of-way	Engineering	Maintenance	Miscellaneous	
Adams	\$269,651.96	\$176,687.47	\$446,339.43	\$35,855.42	\$536.85	\$7,621.61	\$7,616.73		\$394,708.82
Alexander	47,350.66	36,998.43	84,349.09	2-361.06		361.06	3,236.17		81,112.92
Bond	81,930.78	89,003.09	170,933.87	57,281.52	4,556.20	4,215.28	25,364.85		79,516.02
Boone	54,577.05	64,298.00	118,875.05	64,625.94		4,832.64			49,416.47
Brown	61,165.17	63,980.17	125,145.34	59,092.82	150.00	2,047.95	4,195.00		59,659.57
Bureau	146,203.86	173,034.17	319,238.03	103,702.37		4,755.65			210,780.01
Calhoun	22,163.65	40,823.43	62,987.08	31,895.68		2,290.34	7,700.00		21,101.06
Carroll	37,312.49	89,183.02	126,495.51	74,780.93		4,636.12			47,078.46
Cass	137,884.58	66,899.77	204,784.35	28,251.47	2,097.56	1,242.54			173,192.78
Champaign	245,586.94	262,190.39	507,777.33	174,162.73		9,931.44	89,317.97		234,365.19
Christian	203,417.22	200,927.55	404,344.77	96,739.55	283.00	5,931.96	83,693.64		217,696.62
Clark	168,988.44	124,379.34	293,367.78	173,637.96		17,044.90			102,684.92
Clay	95,434.82	127,490.32	222,925.14	133,461.61		8,191.77	5,116.90		76,154.86
Clinton	79,729.49	102,271.51	182,001.00	83,934.31		6,505.12	16,265.16		75,296.41
Coles	71,318.12	127,522.40	198,840.52	38,057.57	449.08	2,915.02	55,668.54		101,750.31
Cook	209,860.09	113,546.52	323,406.61	94,153.32		7,179.35			222,073.94
Crawford	67,078.73	111,701.98	178,780.71	92,300.32		7,624.81	17,680.89		61,174.69
Cumberland	31,087.18	91,825.00	122,912.18	61,849.07	450.00	4,587.00	14,299.33		41,726.78
DeKalb	167,495.42	143,548.63	311,044.05	141,628.35		11,104.91			158,310.79
DeWitt	112,997.71	102,941.77	215,939.48	87,100.62		7,966.65	48,464.46		72,407.75
Douglas	94,745.11	108,434.95	203,180.06	12,763.30		8,587.15	155,623.68		26,205.93
DuPage	75,823.07	111,707.90	187,530.97	54,314.52		10,597.11	10,504.67		121,122.52
Edgar	117,853.15	153,399.27	271,252.42	153,609.75	1,660.75		3,544.80		101,840.01
Edwards	61,473.38	54,352.50	115,825.88	43,262.02		2,099.40			70,464.46
Efingham	32,732.35	122,187.18	154,919.53	2-3,431.75		2,618.48	118,301.62		37,431.18
Fayette	182,773.19	190,741.58	373,514.77	124,317.75		10,123.43	35,938.27		203,135.32
Ford	103,616.40	128,443.23	232,059.63	99,018.18		8,737.08	12,272.75		112,031.62
Franklin	60,398.91	108,769.34	169,168.25	82,670.79		7,870.75			78,626.71
Fulton	233,805.50	157,651.45	391,456.95	89,855.32		8,061.40	2,137.16		291,403.07

Gallatin	62, 567.80	61, 093.88	123, 661.68	32, 043.19	100.00	963.56	5, 145.39		38, 257.14	85, 404.54
Greene	126, 823.53	106, 027.51	232, 851.04	88, 045.12		5, 535.36	4, 675.96		98, 256.44	134, 594.60
Grundy	61, 528.36	91, 820.56	153, 348.92	48, 186.76		2, 421.03			50, 607.79	102, 741.13
Hamilton	79, 175.45	125, 091.55	204, 267.00	134, 873.11		10, 537.13	20, 886.43		166, 296.67	37, 970.33
Hancock	522, 140.27	189, 554.35	711, 694.62	137, 767.79		4, 143.47			141, 911.26	569, 783.36
Hardin	69, 493.94	28, 640.54	98, 134.48							98, 134.48
Henderson	41, 699.81	74, 303.56	116, 003.37	38, 235.84		3, 723.58	3, 000.00		44, 959.42	71, 043.95
Henry	281, 661.11	186, 320.00	467, 981.11	176, 836.61		10, 586.71			187, 423.32	280, 557.79
Iroquois	210, 286.27	259, 225.56	469, 511.83	205, 968.33	723.40	10, 276.83	64, 301.78		281, 270.34	188, 241.49
Jackson	207, 413.26	107, 517.71	314, 930.97	85, 090.51	400.00	5, 575.00			91, 065.51	223, 865.46
Jasper	75, 364.07	131, 362.81	206, 726.88	78, 337.79		6, 126.63	20, 583.03		105, 047.45	101, 679.43
Jefferson	58, 474.36	64, 706.57	215, 748.80	64, 519.36		6, 748.36	87, 949.67		159, 217.39	56, 531.41
Jersey	37, 857.34	105, 675.96	176, 035.73	77, 086.34		3, 652.70	388.16		57, 674.64	44, 889.27
JoDavies	70, 359.77	62, 283.19	168, 333.62	63, 064.92	1, 319.99	6, 216.99		1, 470.29	83, 303.33	92, 732.40
Johnson	106, 050.43	88, 985.64	224, 246.75	57, 014.04		4, 492.70	5, 306.00		75, 653.90	92, 679.72
Kane	135, 261.11	151, 820.85	334, 747.45	132, 925.13		5, 655.03			62, 669.07	161, 577.68
Kankakee	182, 926.60	64, 493.99	161, 576.13	31, 263.80		6, 851.06			139, 776.19	194, 971.26
Kendall	97, 082.14	151, 607.75	312, 222.68	161, 954.77					31, 263.80	130, 312.33
Knox	64, 929.66	113, 171.83	178, 101.49	57, 853.12			13, 721.61		168, 650.78	143, 571.90
Lake	159, 189.68	254, 768.05	413, 957.73	198, 860.78			5, 543.80		76, 184.30	101, 917.19
LaSalle	146, 786.72	89, 302.01	236, 088.73	23, 235.43					217, 646.21	196, 311.52
Lawrence	106, 199.79	154, 404.86	260, 604.65	111, 105.73					23, 274.39	212, 814.34
Lee	273, 726.32	281, 184.56	554, 910.88	218, 568.04			12, 509.84		117, 257.45	143, 347.20
Livingston	106, 046.04	133, 127.62	239, 173.66	104, 395.59	1, 291.00		1, 956.08		246, 529.57	308, 381.31
Logan	198, 630.77	142, 167.64	340, 798.41	158, 037.04					113, 965.22	125, 208.44
McDonough	88, 223.86	137, 056.62	225, 280.48	89, 660.76					169, 684.07	171, 114.34
McHenry	93, 955.59	258, 034.66	351, 990.25	227, 418.26					96, 423.76	128, 856.72
McLean	190, 557.29	149, 898.32	340, 455.61	26, 748.97					245, 750.98	106, 239.27
Macon	125, 287.41	183, 797.59	309, 085.00	53, 936.12			96, 602.35		136, 730.98	203, 724.63
Macoupin	176, 415.92	156, 400.69	332, 816.61	70, 127.12			130, 171.40		192, 489.41	116, 595.59
Madison	57, 554.23	144, 061.87	201, 616.10	62, 293.32			66, 496.32		141, 496.27	191, 320.34
Marion	48, 137.52	78, 363.00	126, 500.52	70, 624.55	150.00		67, 944.89		136, 736.52	64, 879.58
Marshall	217, 764.26	115, 114.26	332, 878.52	94, 696.54			2, 957.40		77, 795.94	48, 704.58
Mason	14, 460.02	52, 971.34	67, 431.36	34, 605.17			8, 193.36		107, 122.90	225, 755.62
Massac	134, 590.20	67, 333.65	201, 923.85	22, 080.08			3, 000.48		42, 350.08	25, 081.28
Menard	76, 508.30	124, 685.24	201, 193.54	108, 496.29			13, 255.35		35, 714.16	166, 209.69
Mercer	33, 965.03	72, 170.69	106, 135.72	49, 016.95					115, 025.09	86, 168.45
Monroe	118, 876.98	173, 439.24	292, 316.22	84, 823.04			23, 914.63		76, 382.82	29, 752.90
Montgomery	195, 435.37	124, 831.96	320, 267.33	139, 404.15			111, 602.88		207, 454.43	84, 861.79
Morgan	79, 571.13	90, 127.68	169, 698.81	59, 349.83	17, 198.64		8, 277.06	1, 899.82	177, 778.74	142, 488.59
Moultrie	209, 425.62	154, 611.53	364, 037.15	128, 112.21			43, 824.12		108, 914.42	60, 784.39
Ogle	177, 320.32	119, 336.02	296, 656.34	74, 939.21			2-14.42		133, 371.98	230, 665.17
Peoria	42, 670.24	88, 647.33	131, 317.57	41, 936.05			49.06		81, 618.27	215, 038.07
Perry	124, 235.96	110, 033.91	234, 269.87	25, 348.00			43, 918.74		87, 781.82	43, 535.75
Piatt	292, 608.90	175, 688.53	468, 297.43	52, 510.65	2-196.03		10, 245.10	704.66	41, 938.07	192, 331.80
Pike	103, 251.57	50, 441.73	153, 693.30	37, 731.91	1, 454.55		68.16		66, 105.20	402, 192.23
Pope									40, 218.05	113, 475.25

DIVISION OF HIGHWAYS

TABLE 60.—Concluded.

County	Balance Available Jan. 1, 1956	Allotted During 1956	Total Available During 1956	Disbursed for				Total Disbursed During 1956	Balance on Hand Dec. 31, 1956
				Construction	Right-of-way	Engineering	Maintenance	Miscellaneous	
Pulaski	106,377.08	41,874.57	148,251.65	8,176.09	-----	2,465.00	-----	-----	137,610.56
Putnam	59,132.75	33,618.17	92,750.92	46,366.59	-----	149.20	-----	-----	46,235.13
Randolph	51,616.02	108,921.90	160,537.92	62,505.12	-----	5,915.45	8,982.08	-----	83,135.27
Richland	24,330.17	106,265.79	130,595.96	99,874.97	300.00	4,796.37	14,911.17	-----	10,713.45
Rock Island	105,794.11	76,536.29	182,330.40	45,737.35	375.48	5,299.39	8,457.00	-----	122,461.18
St. Clair	140,262.82	130,472.44	270,735.26	88,913.23	26.00	6,289.12	4,212.22	-----	171,294.69
Saline	147,367.98	98,717.47	246,085.45	56,864.19	-----	2,983.13	1,222.58	-----	185,015.55
Sangamon	249,630.03	191,472.19	441,102.22	51,701.62	8,716.47	8,245.74	37,230.58	-----	335,207.81
Schuyler	87,075.90	91,902.92	178,978.82	76,850.71	-----	1,231.18	6,750.00	-----	94,146.93
Scott	97,581.60	49,248.70	146,830.30	44,379.88	-----	1,649.70	2,550.00	-----	98,250.72
Shelby	146,545.33	206,843.06	353,388.39	85,148.08	2,585.00	9,412.33	114,835.27	-----	141,407.71
Stark	25,707.81	62,277.68	87,985.49	46,473.11	-----	2,288.66	-----	-----	39,223.72
Stephenson	122,454.59	133,600.34	256,054.93	140,533.87	-----	6,806.35	-----	-----	108,714.71
Tazewell	177,937.30	142,634.80	320,572.10	125,278.92	-----	5,342.17	-----	-----	189,951.01
Union	98,094.15	74,440.84	172,534.99	51,681.11	-----	4,889.53	40,852.52	2,534.78	72,577.05
Vermilion	96,861.76	220,260.82	317,122.58	158,079.02	260.00	15,845.97	7,292.79	2—672.34	136,317.14
Wabash	58,196.57	49,721.53	107,918.10	19,430.27	-----	3,532.14	-----	-----	84,955.69
Warren	63,040.10	130,403.43	193,443.53	130,582.54	-----	7,497.03	1,397.57	423.67	53,542.72
Washington	116,576.36	113,557.51	230,133.87	59,944.63	-----	5,100.86	43,017.37	100.00	121,971.01
Wayne	160,691.18	190,515.89	351,207.07	119,908.57	-----	12,178.70	51,946.43	-----	167,173.37
White	119,707.23	132,014.68	251,721.91	107,447.48	-----	1,570.42	5,213.44	-----	137,490.57
Whiteside	129,120.34	136,030.30	265,150.64	158,487.23	-----	5,573.68	-----	-----	101,089.73
Will	243,626.11	197,886.06	441,512.17	93,637.61	-----	11,470.13	2,173.82	-----	334,230.61
Williamson	41,561.89	99,245.74	140,807.63	86,414.52	-----	6,697.59	12,187.89	-----	35,507.63
Winnebago	103,071.19	107,681.60	210,752.79	108,945.72	-----	553.53	-----	514.00	100,739.54
Woodford	71,287.59	119,685.11	190,972.70	94,968.48	-----	7,235.59	-----	-----	88,768.63
Totals	\$12,361,208.63	\$12,493,749.04	\$24,854,957.67	\$8,549,623.39	\$47,007.87	\$625,461.70	\$1,956,649.95	\$6,974.88	\$13,669,239.88

¹ Local rural roads include township, road district, township district, and county unit road district roads.

² Transferred from funds certified prior to 1956.

LOCAL ROADS AND STREETS

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TABLE 61.—TOWNSHIP AND ROAD DISTRICT MOTOR FUEL TAX CONSTRUCTION
APPROVED DURING 1956.

County	Bituminous Surfaces Not on a Concrete Base		Gravel or Stone Surfaces		Oiled Earth		Bridges ¹	
	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Adams			3.76	\$ 27,936.22				\$11,705.71
Bond					15.10	\$65,542.72		
Boone	4.76	\$16,421.34	10.02	51,370.85				
Brown			12.42	70,780.00				
Bureau	3.26	19,370.09	9.94	64,484.64				
Calhoun			10.56	37,823.96				
Carroll			17.66	75,212.76				3,153.40
Cass			2.10	30,354.91				
Champaign			46.50	138,013.74	29.24	15,242.87	3	23,749.61
Christian	6.40	15,007.16	1.48	10,282.55	16.18	78,855.92		
Clark			45.48	219,546.01				10,403.00
Clay			32.86	140,382.87	2.85	7,305.78		
Clinton			25.20	94,175.94	11.81	17,006.83		
Coles			9.77	44,140.62	17.39	22,989.37		
Cook	10.83	82,821.77	3.63	19,527.96				
Crawford	3.60	47,923.59	10.54	39,376.22				
Cumberland			7.79	41,204.14	7.95	24,376.20		
DeKalb	5.42	27,142.07	16.88	119,660.15			2	57,696.90
DeWitt	3.47	7,438.26	12.40	53,882.08	18.41	32,120.51	1	8,030.21
Douglas					0.44		1	19,433.10
DuPage	2.74	35,533.92	1.77	39,879.55				
Edgar			23.09	103,825.72	9.76	43,593.14		3,607.50
Edwards			8.34	42,830.45				
Fayette			22.53	118,463.86	17.10	48,108.77		
Ford			40.38	160,193.04	5.46	3,298.93		
Franklin			11.89	80,338.54	6.21	21,667.24		
Fulton			11.79	101,958.23				
Gallatin			5.97	30,052.96				
Greene			20.69	114,295.70				
Grundy	1.54	8,658.82	10.81	60,883.24				
Hamilton			41.02	144,215.54	8.31	32,026.85		4,142.80
Hancock			19.35	139,197.15				
Henderson			13.17	57,534.72				475.00
Henry	2.83	8,929.11	20.62	150,364.23	8.08	14,708.65		
Iroquois	4.42	32,540.50	44.39	198,942.21	14.43	15,961.56	5	93,656.54
Jackson			11.80	97,448.52				
Jasper			18.98	76,968.10	1.91	4,181.30		
Jefferson					29.96	82,874.11		
Jersey			20.87	70,595.37				
JoDavies			26.56	91,380.91				
Johnson			6.03	61,951.22				
Kane	1.21	5,014.90	14.56	73,990.22				
Kankakee	5.50	27,652.50	24.05	147,578.83				5,111.00
Kendall	1.18	5,967.44	2.71	24,742.34				
Knox	0.49	5,686.10	38.83	187,984.61	0.19	1,538.60		
Lake	5.63	19,390.31	8.70	32,648.66				6,384.50
LaSalle	5.87	27,496.81	32.98	219,409.12				
Lawrence			10.03	42,181.21				
Lee			22.13	98,059.81			1	16,032.75
Livingston	0.79	12,049.00	77.54	221,740.78			1	15,256.20
Logan	0.79	19,713.29	16.02	123,686.82			3	53,373.22
McDonough			21.21	142,503.43			3	37,254.25
McHenry	9.10	44,290.91	12.94	94,379.70				
McLean	40.42	155,622.69	139.79	440,713.23	0.45		1	49,363.18
Macon			4.47	27,068.30	16.46	38,423.51		
Macoupin			3.28	18,280.22	21.74	42,469.51		
Madison	3.73	3,948.50	0.51	18,553.85	39.74	52,480.43		
Marion			2.75	10,950.16	34.61	63,053.75		
Marshall	0.14	2,997.60	13.67	43,370.56	2.80	13,013.41		
Mason	2.00	29,858.87	7.00	55,863.66			1	27,109.30
Massac			5.60	45,067.66				
Menard			1.43	8,138.53	2.07	9,142.10		
Mercer			24.66	124,760.17	4.50	11,728.95		
Monroe			15.92	53,890.73				
Montgomery					56.39	102,359.57		
Morgan			6.56	77,054.88	14.06	75,242.66		
Moultrie					5.68	10,439.21	3	51,457.34
Ogle			24.98	148,856.16				
Peoria	0.26	17,746.15	8.86	66,633.67				
Perry					16.45	50,085.96		

TABLE 61.—Concluded.

County	Bituminous Surfaces Not on a Concrete Base		Gravel or Stone Surfaces		Oiled Earth		Bridges ¹	
	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Piatt					19.99	32,531.48		
Pike			7.47	50,018.73				
Pope			9.05	37,206.35				
Pulaski			0.83	6,435.00				
Putnam	2.38	35,366.59	1.41	12,731.15				
Randolph			10.46	73,160.06	1.18	6,240.23		
Richland			27.24	133,522.67				
Rock Island			4.33	42,793.75			1	19,080.06
Saline			9.61	56,570.38				
Sangamon					5.13	35,544.89		8,890.92
Schuyler			17.69	103,256.84				
Scott			4.78	44,664.18				
Shelby			1.49	7,997.45	40.13	94,579.29		
Stark			9.30	38,707.20				
St. Clair	3.56	6,453.10	² 14.12	72,940.39	3.21	6,974.73		
Stephenson	6.78	36,235.90	23.33	105,194.66				³ 4,415.90
Tazewell	28.65	119,738.66	9.28	57,889.42				
Union			3.70	51,258.79				
Vermilion	0.54	2,979.68	24.59	165,888.93				
Wabash			3.73	14,483.59				
Warren			20.62	140,622.28			2	47,233.40
Washington			14.18	66,279.72	10.66	28,670.86		4,132.67
Wayne			39.39	165,822.57	4.82	10,892.10		
White			26.23	104,443.21				
Whiteside	4.43	40,447.49	26.16	142,708.33				
Will	3.52	32,143.15	9.08	59,504.47				2,412.00
Williamson			12.21	100,817.81				
Winnebago	11.37	109,004.67	0.54	5,289.11				
Woodford	2.32	25,449.56	8.65	22,107.83	9.93	45,124.16		13,889.90
Total	189.93	\$1,087,040.50	1,539.69	\$7,649,897.06	4530.78	\$1,260,396.15	28	\$597,450.36

Notes: The costs shown in this table will not necessarily be paid for entirely with motor fuel tax funds as in some cases the costs will be paid for, in part, with other funds.

¹ Only bridges having 20-foot span or over are included in computing the number. The "Cost", however, includes small culverts and other incidental work built separately or with the bridge sections.

² Includes 9.18 miles of gravel or crushed stone with a special bituminous surface treatment.

³ Includes a joint project with the Village of German Valley. Only the township portion of the cost is included.

⁴ Includes 18.79 miles of graded earth surface in DeWitt, Edgar, Franklin, Henry, Knox, McLean, Macoupin, Marshall, Mercer and Moultrie Counties.

TABLE 62.—TOWNSHIP AND ROAD DISTRICT CONSTRUCTION COMPLETED DURING 1956.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Adams		16.53		
Bond			17.98	
Boone	5.11	5.89		
Brown		11.17		
Bureau	9.79	1.99		
Calhoun		10.26		
Carroll		5.29		
Cass		2.70		
Champaign		40.53	26.20	3
Christian	8.89	4.17	13.64	
Clark		22.54	3.43	
Clay		25.59		
Clinton		30.59		
Coles			17.38	
Cook	10.82			
Crawford	2.49	8.52		
Cumberland		4.43	8.44	
DeKalb	5.43	16.87		2
DeWitt		11.10	14.94	1
Douglas			0.06	1
DuPage	1.75	1.77		
Edgar		6.56	7.44	1
Edwards		17.89		
Effingham			14.20	
Fayette		14.49	22.46	
Ford		41.79	5.46	
Franklin		8.99	5.01	
Fulton		11.97		1
Gallatin		11.57		
Greene		2.24		1
Grundy	1.54	9.78		
Hamilton		36.32		
Hancock		19.05		
Henderson		16.60		
Henry		7.71	2.27	
Iroquois	4.43	44.92	14.73	2
Jackson		1.56		
Jasper		28.73		
Jefferson		2.99	51.42	
Jersey		17.25		
JoDavie		19.58		
Johnson		3.05		
Kane	1.21	13.83		1
Kankakee	1.98	33.85		
Kendall	1.18	3.15		
Knox	0.49	36.01	0.19	
Lake	13.28	10.73		1
LaSalle	5.87	23.91		
Lawrence		6.49		
Lee		27.76		2
Livingston	0.79	88.94		
Logan		8.88		1
McDonough		22.30		1
McHenry	9.10	13.24		
McLean	40.83	88.94		
Macon		5.09	15.47	
Macoupin		3.28	27.84	
Madison	3.73		44.44	
Marion		9.87	40.36	
Marshall	0.14	20.67	2.80	
Mason	2.00	6.99		
Massac		11.45		
Menard		1.43		
Mercer		29.08	4.50	
Monroe		16.38		
Montgomery			43.71	
Morgan		2.93	14.82	
Moultrie			0.76	4
Ogle		29.73		1
Peoria	0.26	8.86		

TABLE 62.—Concluded.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Perry.....			14.24	
Piatt.....			20.30	3
Pike.....	0.47	8.57		
Pope.....		12.70		
Pulaski.....		0.83		
Putnam.....	2.39	1.41		
Randolph.....		1.70		
Richland.....		37.78		
Rock Island.....				1
Saline.....		9.50		
Sangamon.....		7.57	5.03	1
Schuyler.....		18.23		
Scott.....		2.53		
Shelby.....		1.49	31.87	
Stark.....		9.30		
Stephenson.....	6.78	23.25		
St. Clair.....	11.94			
Tazewell.....	32.97	9.28		
Union.....		1.59		
Vermilion.....	0.54	22.76		
Wabash.....		17.02		
Warren.....		19.08		1
Washington.....		6.72	10.66	
Wayne.....		56.61	4.42	
White.....		42.55		
Whiteside.....	4.43	23.63		
Will.....	3.45	13.92		1
Williamson.....		9.96		
Winnebago.....	8.62	1.61		
Woodford.....	10.96	6.59		
Total.....	¹ 213.66	² 1,432.95	³ 506.47	30

Notes: The above table does not include miscellaneous improvements such as small drainage structures.

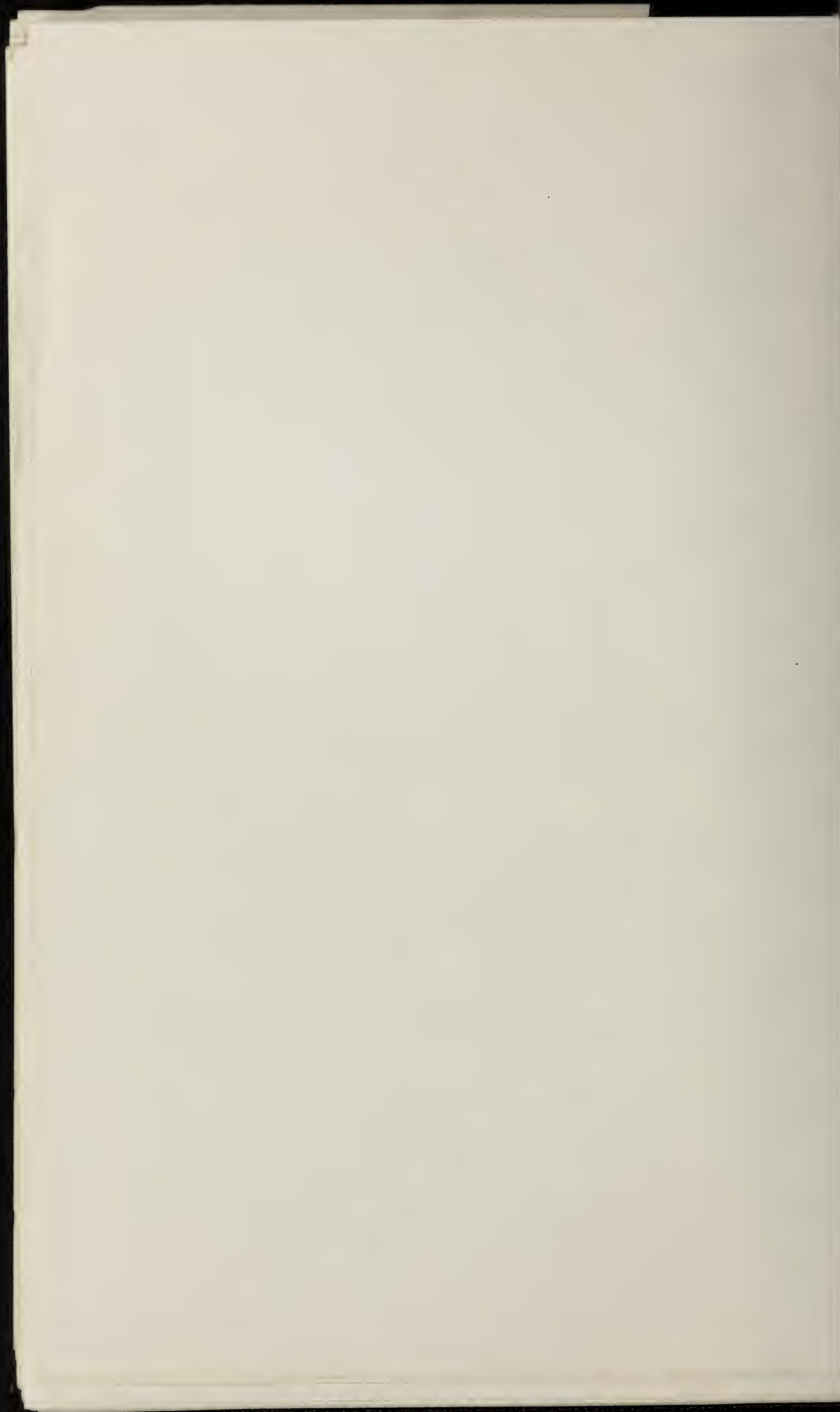
¹ Includes the following types:

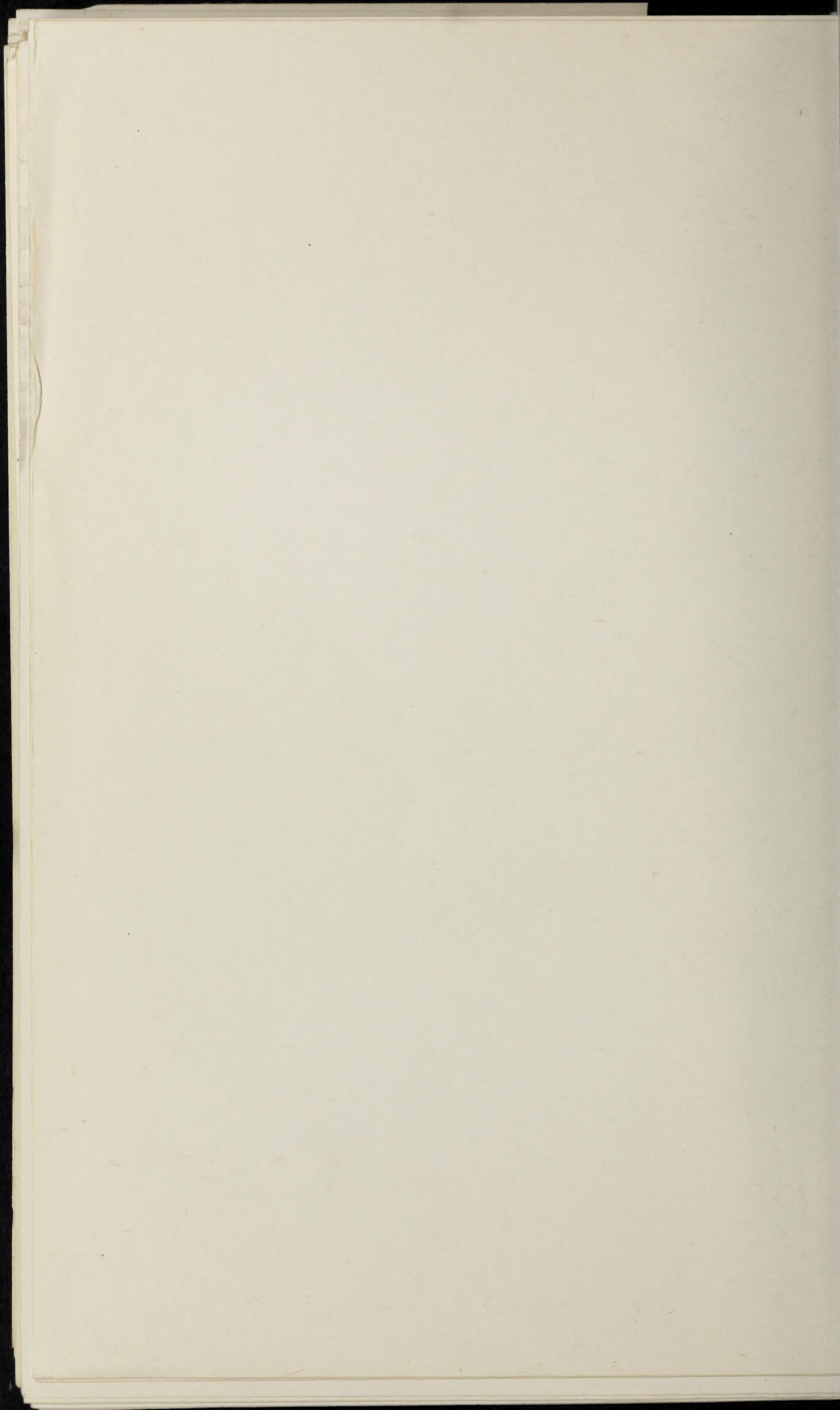
Subclass A-1	1.02 miles
Subclass A-1 modified	3.73 miles
Subclass A-2	5.11 miles
Subclass A-2 modified	11.41 miles
Subclass A-3	134.88 miles
Subclass A-3 modified	30.04 miles
Subclass B-3	1.22 miles
Subclass B-4	1.26 miles
Bituminous road mix	5.43 miles
Bituminous surface treatment special	10.92 miles
Bituminous stabilized base	8.64 miles

Total213.66 miles

² Includes 62.82 miles of gravel or crushed stone treated with oil and 3.07 miles of gravel or crushed-stone base course.

³ Includes 93.62 miles of oil treatment of existing gravel or crushed-stone surfaces and 12.09 miles of graded earth.





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